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The Hongkong Telegraph

WEDNESDAY OCTOBER 8, 1924 日十初月九 號八月十英港香

Q's and A's—BALLOON TYRES:

Q. How do you explain the fact that tyres do not puncture with more surface on the ground?
A. Balloon Tyres, being less taut and having very low pressure behind their treads and sidewalls, do not strike sharp objects hard enough to force them into the tread or through the tyre.

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ANOTHER PIRATE OUTRAGE.

SHANGHAI STEAMER LOOTED.

VESSEL BROUGHT NEAR HONGKONG.

QUARTERMASTER KILLED: FOREIGNERS ROBBED.

Another piratical outrage has to be reported to-day. The Chinese steamer Ningshin, in command of Captain O. Torgersen, left Shanghai for Foochow on the 2nd instant, with 300 Chinese and seven foreign passengers aboard, as well as cargo valued at half a million taels, and, on the following day, pirates travelling as passengers took charge of her, killing the Chinese quartermaster and compelling the Captain to make for Bias Bay, thirty miles from Hongkong, where the vessel was looted and the passengers robbed, the pirates eventually putting off in lighters. The vessel arrived at Amoy yesterday. The story of the outrage is told in the following telegram from our Shanghai correspondent:—

VALUABLE CARGO.

Shanghai, October 8.
The steamer Ningshin, of 2,897 tons, owned by the San Poh Steam Navigation Company, sailing under the Chinese flag, departed from here on October 2nd for Foochow, carrying over 300 Chinese and seven foreign passengers, all of whom boarded the vessel at Shanghai.

She had a cargo valued at half a million taels, which included thirty cases of silver sycee, value \$120,000 (Mex.), piece goods, other cargo and some mail matter.

The vessel was pirated near Wenchow on October 3rd, when thirty-four robbers in a gang began firing and taking possession of the ship, killing the native quartermaster and wounding one sailor.

AT BIAS BAY.

The pirates retained possession of the ship until the afternoon of October 5th, having compelled Captain O. Torgersen to sail southward along the coast into Bias Bay, less than thirty miles from Hongkong, and known to be a pirate rendezvous.

The pirates looted the ship, robbed the passengers leisurely, and then put off in lighters, whereupon the Captain sailed and arrived at Amoy yesterday. The ship is now proceeding to Foochow.

Among the foreign passengers were three holding return passages not listed at the Shanghai office, the other four being Mrs. N. Overholt, Mr. J. H. Bartlett, Mr. R. Hightower and Mr. L. Brown.

GRUESOME FIND.

BODY DISCOVERED AT KOWLOON TONG.

A gruesome discovery was made by a party of workmen in Kowloon Tong at about eight o'clock this morning. They were walking in the Wengnei Valley when they noticed the body of an elderly Chinese man lying in a nullah. A rope was tied round his neck, the lower half had been used to tie his feet together, and had the appearance of a man who had died from strangulation.

Examination revealed that the man was in an advanced stage of leprosy, and it is surmised that it was on this account that his life was taken.

LAUNCH PIRATED.

VESSEL RETURNS TO HONGKONG.

The steam launch Tung On returned to the Colony yesterday with a story of having been held up and seized by pirates on her last trip to Wuchow.

When off Sai Ma-ling, near Sun Tak, with a lighter in tow, the launch was fired upon by pirates. Very soon a number of armed men boarded both craft, took them apart, and sailed the launch up river. At the end of a three days' cruise, the Tung On was released, and returned to the Colony yesterday. The coxswain reports that all the rope, canvas, lamps, and other fittings, were stolen, the loss being placed at \$300.

CANTON THREATENED.

Much excitement has been caused in Canton by a report to the effect that Chen King-ming's forces are planning to capture the Bodea Tigris Forts prior to attacking Canton city.

As a consequence of this report, the Government has despatched two gunboats and a number of troops to strengthen the defence.

ROBBERS GAG WATCHMAN.

THEFT FROM ENGINEERING SHOP.

A watchman posted at the entrance was no deterrent to the enterprise of a number of robbers who forced their way into the Kwong Tai Long engineering shop at 203 Canton Road, early yesterday morning.

The watchman informs the police that he was tied to the doorpost, a piece of wood thrust in between his teeth as a gag, and the shop ransacked.

There does not appear to have been a great deal really attractive for the robbers in the shop, although they remained in it for nearly an hour. When they at length left, they took with them a quantity of brass filings valued at \$80.

HOCKEY.

CLUB "B" v. UNIVERSITY

The following will represent the Club on Wednesday, October 8th, at Happy Valley, at 5.15 p.m. Club in colours:—
L. R. Black, W. A. Nowers, H. G. Gardner, J. C. Faers, L. A. R. Duncan, D. S. Green, J. H. Kearns, H. C. Macnamara, A. Bower (Captain) and two others.

RECENT ROBBERY.

FOUR SUSPECTS ARRESTED.

A raid made by the police at a house in Wanchai resulted in the arrest of four men suspected of being concerned in the robbery committed on Mrs. Deacon at Broadwood Road on Saturday morning.
Jewellery of the value of \$80 has been recovered.

ALL WELL.

TAIYO MARU REACHES PORT.

The Taiyo Maru, reported two days late yesterday, with a few expressed that she might be lost, steamed into Hongkong harbour this morning. Information from the offices of Messrs. Grimble and Co., who are operating the ship, was to the effect that she had encountered bad weather some distance from Hongkong, and had put into shelter.

The Taiyo Maru is operated by Messrs. Grimble and Co. for the Green Island Cement Co., and runs between Tai Lay Bay and Hongkong, carrying cargoes of limestone. According to late information, the Taiyo Maru got directly in the path of the typhoon on Friday and was forced to put into Kami Bay, Hainan Island, until the blow was over. She is not damaged and the cargo is safe.

LUCKY STOWAWAYS.

FREE PASSAGE AND POOR BOX GIFT.

The two stowaways, G. G. Neifeld (who was yesterday stated to be a German but has since been found to be a native of Russia) and Alexis A. Kotitsky, a Pole, again appeared before Mr. E. W. Hamilton, at the Kowloon Magistracy this morning, and were leniently dealt with. They were the most fortunate stowaways to have appeared at the Kowloon Magistracy, for besides being promised a passage to Haiphong they were each given \$3 from the poor box.

Addressing the defendants through the interpretation of Mr. W. C. Folsow, the Magistrate said that as stowing away was not permitted, they should have been sent to prison for one month, but, for some reason, the French Consul had interested himself in the defendants and had agreed to send them to Haiphong. The ship would be sailing on Friday and until then they would go to prison.

The second defendant expressed gratitude on behalf of the other defendant and himself at the Magistrate's lenient decision.

Answering his Worship both men said that they were penniless, to which Mr. Hamilton replied that he did not suppose the men would have a very good voyage without any money. He would make them a small grant from the Poor Box to buy cigarettes and other minor articles before they found employment in Haiphong.

They were accordingly sentenced to three days' hard labour.

FOOTBALL SUPPLEMENT.

COPIES STILL AVAILABLE.

We desire to draw attention to the fact that copies of our special eight-page Football Supplement are still available to those who may desire them.

This Supplement, which contains all the local fixtures for the season, together with much of general interest to Hongkong supporters of the game, is on sale at our office at ten cents per copy.

TO-DAY.

Closing Exchange 2s. 5. 7/16.
Lighting Up-Time 6.04 p.m.
Barometer 2 p.m. 29.78
Temperature 2 p.m. 83
Humidity 2 p.m. 63
High Water 7.32 a.m.
Low Water 0.38 a.m.

STRANDING OF "TECUMSEH."

CUST ROCK BUOY OBSCURED BY SAMPANS.

Master Guilty of Error of Judgment.

A Marine Court of Enquiry into the circumstances attending the stranding of the s.s. Tecumseh, a Standard Oil boat, on Cust Rock, Kowloon, on September 11th, was opened at the Harbour Office this morning. It will be remembered that the vessel went on the rock as she was coming through the harbour on her way to Laichikok, and that she was later refloated and taken to Kowloon Dock, where she is now under repair.

The Court was composed of Lieut.-Com. G. F. Hole, R. N., Harbour Master (President); Lieut.-Com. C. R. H. Harvey, O.B.E., R.N., of the Chart Depot, Royal Naval Yard, Lieut.-Com. A. J. Hailey, R.N.R., R.M.S. Empress of Australia, Capt. E. Jones, s.s. Philoctetes; and Capt. H. Hamilton, s.s. Tai-yuan.

Mr. D. H. Blake appeared for the master of the s.s. Tecumseh, Capt. Errett.

At the opening of the Court, Mr. Blake said that Capt. Errett was still under the doctor, and he craved the indulgence and consideration of the Court.

A chair was provided in the box.

CAPTAIN'S EVIDENCE.

Capt. J. Errett, the master, stated that he had been employed for nine years by the Standard Oil Company and had been in command of the Tecumseh for twelve months. He had been a master on one previous ship, the Tecumseh was of 6,828 tons gross, and 4,246 nett tonnage. On the day of arrival in Hongkong the ship was fully loaded with 8,570 tons of oil in bulk and was drawing 27 feet. At 1.57 a.m. they picked up the Waglan Light and waited for daylight, coming into the harbour later. The weather was showery but clear. He was on the look-out for pilot boats but did not see any until he was through Lyemun Channel. He hailed them, but they all replied they were for other ships. The Chief Officer was with him on the bridge, and the speed of the ship was slow. As they came down the harbour the weather got less clear, and the engines were put at half speed. There was a lot of shipping with junks and sampans with a number of ships going out. There was a haze, with foggy patches. He had previously set his course and at 6.40 a.m. he changed it. At that time he could not see Kowloon shore, the ship then being in Kowloon Bay. He altered course to pass between Cust Rock Buoy and Belcher's Ridge. This was in accordance with sailing instructions. As he was approaching the Cust Rock, he could see the derricks at Kowloon Dock, but it was impossible to judge the distance on account of ground fog. In front he saw several sampans and one junk, all with sails up. There was no wind and the boats were being rowed. They were in view for some time, and the junk was going from Kowloon to Hongkong, whilst the sampans were going in all directions. The Cust Rock Buoy was obscured by the sails of these vessels. When the Buoy was first sighted, he rang for the engines to go astern and starboarded the helm. The ship struck the buoy rock on the port bow. This was at 6.57 a.m. The tide was still flooding. He kept the engines full astern until 7.15, trying to get the ship off, but could not do so. At 8.30 the tug Henry Keswick arrived and tried to tow the vessel off, but with no result. Later in the day, the oil in the fore tanks was pumped into a lighter, and at 5.38 the vessel was got off with the assistance of tugs. After proceeding to Laichikok and unloading, the vessel went to Kowloon Dock.

STRAIGHT COURSE IMPOSSIBLE.

In answer to Mr. Blake, the Captain said that it was not possible to steer a straight course from Lyemun as he had to keep altering for sampans and junks.

By the Court:—He tried to keep as straight as possible and he did not alter more to one side than the other. He took no fresh bearings in the harbour, and did not see the signal hill at Kowloon until after the ship had struck. When the ship struck the rock it had almost stopped; the engines had been going astern for some time.

Did you think you knew the harbour sufficiently well to bring the ship in without a pilot?—I thought I knew it well enough to take the ship to the anchorage.

Witness admitted that he could not see the Hongkong side, but stated that he intended sighting the Cust Rock Buoy and then anchoring until the weather cleared. He was expecting a pilot, as he had had no message to the contrary.

Questioned as to why he did not anchor when he found the visibility so bad, witness said he did not want to anchor in the fairway for fear of fouling cables. This was the first time he had brought a ship into the harbour since he had been in command. It was the fourth time he had been through Lyemun Channel.

CHIEF OFFICER'S EVIDENCE.

Mr. A. Livingstone, the Chief Officer of the ship, next gave evidence, saying that as the ship was passing through Lyemun he was on the fore-castle end. There was a lot of shipping and sampans and it was hazy over in Kowloon Bay. He could not see the shore, and the tide was with them. They had to alter course continually to avoid sampans. As they got down the harbour the visibility was not so good and he could not see Kowloon Dock or Kowloon Point. There were sampans and junks ahead with their sails up. As one junk on their port bow moved out of the way he noticed Cust Rock Buoy about four points on the port bow. Roughly, it was about 400 feet away when he first saw it. He then heard the engines go astern. If it had not been for the junk he could have seen the buoy in ample time to have avoided it. On the morning of September 29th, whilst on his way from Kowloon Dock to Court he noticed four sampans made fast to the buoy, hiding it from view.

THIRD OFFICER'S STORY.

Mr. E. S. Atterwill, the third officer, who was on the bridge at the time the ship struck, stated that previous to coming into the harbour he had had instructions to keep a look-out for pilots. They hailed some pilot boats, but they were engaged. Witness went on to corroborate the previous witnesses regarding the fog and bad visibility, and also the junks. All that he could see of Kowloon was the top of the derricks on the shipways at the Dock, and it was impossible to judge distance from them. It was only when a junk moved out of the way that he saw the Cust Rock Buoy. If the junk had not been there they could have seen the buoy much earlier. The engines were put astern immediately, and the ship struck at 6.57 a.m. The ship had just steering way on at the time. When he saw the buoy first, it would be about 500 yards away. That was a rough computation, only.

THE FINDING.

The Court then adjourned to consider its finding, and on coming into Court the President said that the Court found that the grounding was due to the Cust Rock Buoy being obscured at the time by junks and sampans. "We consider that the Master, Mr. Joseph Errett, navigated his ship in a seamanlike manner and with proper caution, but that he was guilty of an error of judgment, not amounting to culpability, in that he did not immediately anchor on seeing the derricks of the Hongkong and Whampoa Dockyard on his starboard beam."

The Captain's certificate of competency was then handed back to him.

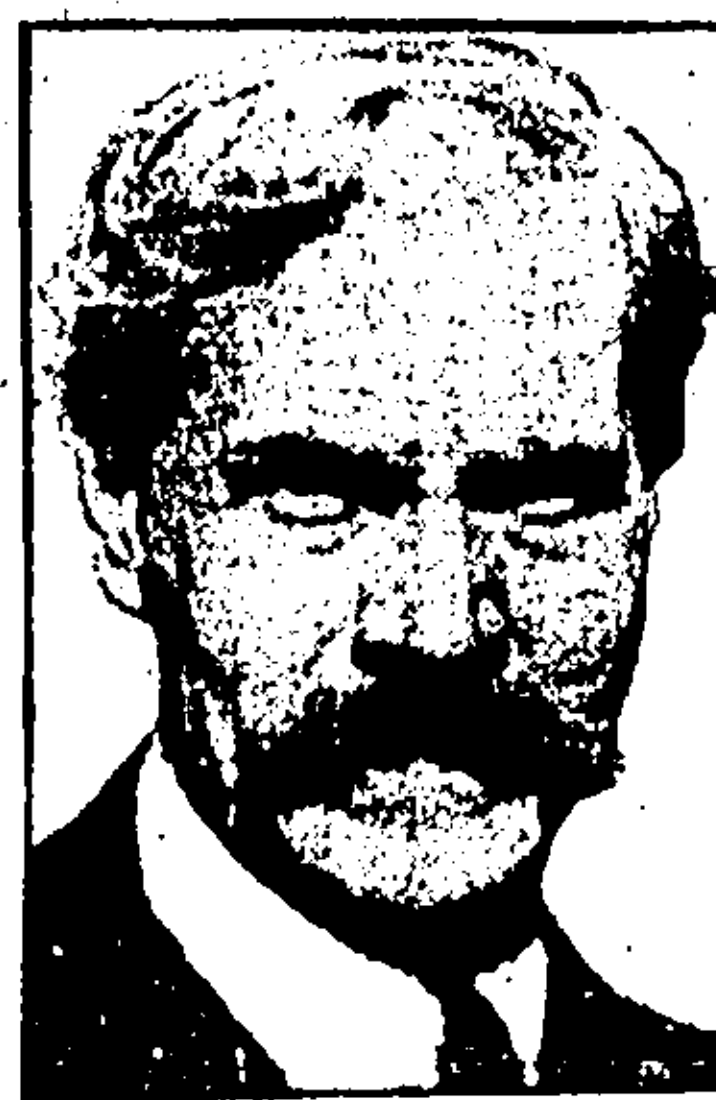
LABOUR PARTY CONFERENCE.

PREMIER'S CONDEMNATION OF LIBERALS.

"MEDIAEVAL CROOKEDNESS AND TORTURE."

COMMUNISTS EXCLUDED FROM LABOUR PARTY.

London, October 7.
The Labour Party Conference opened at the Queen's Hall, London, an unusual amount of interest being shown in the proceedings in anticipation of a pronouncement by Mr. Ramsay MacDonald on the Government crisis. The conference was preceded by a breakfast at a West End restaurant, at which members of the Cabinet, the Labour Executive and representatives of the Trade Union Congress attended. Mr. Ramsay MacDonald was not present, but went straight to the Conference, appearing a quarter of an hour before the opening. He was ovated by the crowd outside and his appearance on the platform was greeted with the singing of the Red Flag and Internationale.



Mr. Ramsay MacDonald.

POISON CLOUDS OF PAST BLUNDERS.

In the course of his address, Mr. Ramsay MacDonald said that the work of the Labour delegation at Geneva should give pride to all seeking for the security of peace. A trial must be given to the Dawes Plan—but the whole Trade Union movement of the world was morally bound to support the German Trade Unions against capitalist attempts to reduce wages and lengthen hours on the plea of reparations payments.

He defended the Anglo-Russian Treaty, declaring there were interests in the country prepared in the bitterest way to sacrifice every national concern to themselves. If the Treaty came short of a really satisfactory settlement that was because the blunders and escapades of our predecessors still hung like poison clouds over all our endeavours.

LIBERAL "MANOEUVRE" CONDEMNED.

Mr. MacDonald, referring to the recent action of Liberals, said that their plan was to force a humiliated Government to go to the country in a fortnight's time. The Conservatives had a straightforward vote of censure, but the Liberal amendment was conceived in a spirit of mediaeval crookedness and torture. The Government would not be censured, but only insulted. A "packed" Committee would not be censured, but only insulted. A report which he knew had been on the eve of the election published a report which he knew had already been drawn up, censuring the Government. "By this little already been drawn up, censuring the Government. The Liberal Party will be restored. But they mistake their men. (Cheers). This chicanery will provoke resentment that will make our victories all the more numerous. Fresh clean fighting in the constituencies will clear the air and give us strength in the House of Commons making us independent of partisan tactics." He hoped that the Conference in its deliberations would remember what was at stake, and that when the time came for it to dissolve, the thousand men and women gathered there would return to their posts and sleep in armour until the word was given for the Labour Party to take the field not to defend itself but to attack.

AN OPTIMISTIC PROPHET.

Mr. Cramp in proposing a resolution which was unanimously carried, congratulating Mr. Ramsay MacDonald on the success of his political organisation of the Labour movement, prophesied that after the election Labour would be the largest party in the House of Commons. (Cheers).

Mr. Herbert Smith, President of the Minors' Federation, in seconding declared that the minors were determined to return the Labour Government not because they believed in reparations as brought about in the Dawes Report, but because Mr. Ramsay MacDonald and his friends were in the right direction to bring about the ultimate aim of reparations and the end of wars for ever. (Cheers).

COMMUNISTS EXCLUDED.

The Conference refused a Communist application for affiliation by 3,185,000 votes to 193,000 and carried the executive's further recommendation that no member of the Communist Party should be eligible for endorsement as a Labour candidate for Parliament or any local authority, by 2,456,000 votes to 654,000.

The Conference finally passed a resolution by 1,804,000 votes that no member of the Communist Party be eligible for membership in the Labour Party.—Reuter.

AMAZING EGYPTIAN DEMANDS.

BRITISH PROTECTION OF CANAL CONTESTED.

London, October 7.
Zaghlul Pasha's demands in the recent negotiations in London are summarised in a White Paper issued to-night.

They were:—A withdrawal of all British forces from Egyptian territory, withdrawal of the financial and judicial advisers, disappearance of all British control over the Egyptian Government, notably in connection with foreign affairs, abandonment of the British claim to protect foreigners and minorities in Egypt, and abandonment of the British claim to participate in the protection of the Suez Canal.

Mr. Ramsay MacDonald, while not abandoning hope of a subsequent agreement, expressed the opinion that Zaghlul's attitude at present rendered an agreement impossible. He declared that no British Government could wholly sacrifice its interests, guarding a vital link of British communications like the Canal, and assured Zaghlul that Britain does not intend to attempt direct control of the policy of the Egyptian Government. Mr. MacDonald adhered to the previous British statements regarding the Sudan.—Reuter.

(Continued on Page 2)

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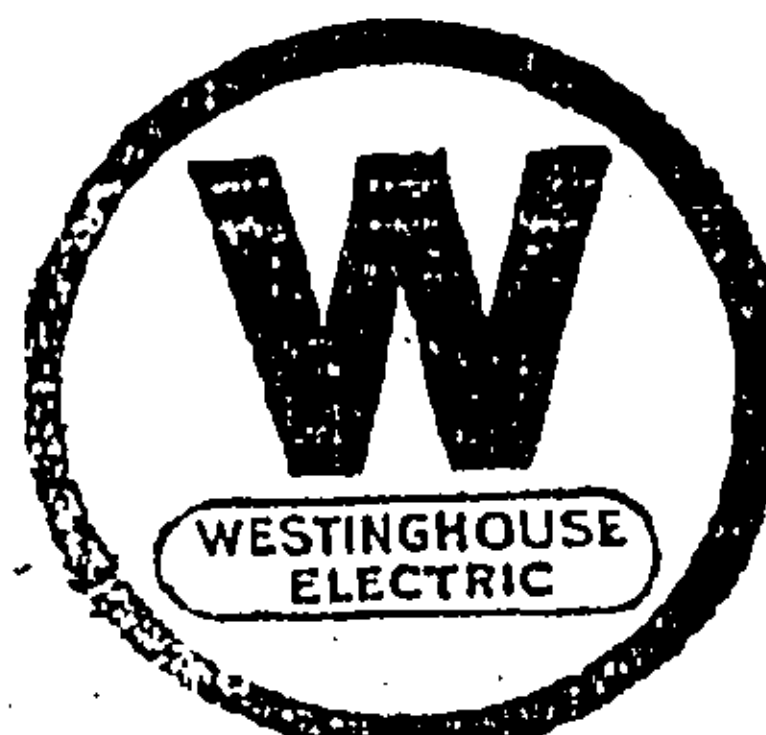
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EARLIER TELEGRAMS.

THE CHINA WAR.

(Our Own Correspondent)

Shanghai, Oct. 8.
A Kiangsu flanking movement late to-day threatens to cut the Hangchow railway line immediately behind the Chekiang field base at Sankiang where several Chekiang trains are trapped and unable to retreat to Shanghai. A battle is progressing in which Kiangsu is storming the Sankiang east gate. In the event of the encircling movement being successful it will create practically an open road to the outskirts of Shanghai, although the outlying districts surrounding Lungwha arsenal, which is the immediate objective, are heavily mined.

The one remaining gunboat loyal to Chekiang proceeded up the river this afternoon to Minghong which is defended by a small force of Chekiang troops forming a secondary line connected with Shanghai by a good motor road. In the Kwangsi and Liaohe sectors conditions are unchanged, occasional firing only being heard. The Japanese agency reports that a general Fengting offensive has opened at Shanhaikwan.

Shanghai, Oct. 7.

Fukien-Kiangsu troops have captured Sangkiang. The Chekiang troops have retired to Hsinchwang, nine miles from Shanghai.—*Reuter.*

Moscow, Oct. 7.

An article in *Izvestia* terms the agreement with Chang Tso-lin as a fresh Soviet diplomatic victory and another instance of the importance of the Soviet in international affairs, as well as a serious check on the imperialist powers, which are trying to boycott the Soviet Government. It adds that the aims of the great powers in regard to Japan whose influence over Chang Tso-lin is universally admitted, have been a fiasco and that their policy has failed. The position of the Soviet in Asia has not been weakened but strengthened.

Peking, Oct. 7.

It seems to be generally taken for granted that the eighteen aeroplanes will be handed over to Chang Tso-lin's agents. As the Chantilly is unable to cross the bar, it is thought probable that the planes will be transferred to local vessels. The affair has aroused much feeling in Chinese official circles.

Replying to the Waikhaopu's protest, the French Legation said in effect that there was no law in France to prevent the exportation of commercial aeroplanes, though effective regulations could be applied in regards to military planes. The Legation had no knowledge of aeroplanes being aboard the Chantilly, but if it is so instructions will be given to the Messageries Company for the planes, not to be sent to Manchuria. It seems probable, however, that the planes had been handed over when the protest reached the French Legation.

Tokyo, Oct. 7.

A report from Mukden states that twenty aeroplanes arrived there from France. Six tanks and fifteen Chinese mortars have been detached to Shanhaikwan.

Tientsin, Oct. 7.

The Government troops attacked this morning on the Shunhai-kuan front a big battle with heavy artillery fire taking place. Latest reports indicate that the Fengtien forces are slowly falling back.—*Reuter.*

HOME POLITICS.

London, October 7.

In the course of a speech at the Labour Conference, Mr. Ramsay MacDonald, repudiating the Labour success at the last election, despite the campaign of "hard-punkers, lobster-fish-cans, and other humbug," said that there was a fixed limit to-day to the possibilities of tricky conspirators and resourceful demagogues. He claimed that no Government had done more to alleviate the lot of the victims of unemployment and to solve the housing problem, and praised Mr. Snowden's budget. He declared that the next labour budget would continue the good work and "that perhaps the real explanation of our present difficulties (cheers) was that the second labour budget would jeopardise the lives of the other two parties."

Reuter.
Mr. MacDonald said the political situation was now giving no cause for concern. Mr. Asquith's post-election speech plainly intimating that the Labour Government must eat out of his hand, had finally settled Liberal-Labour relations and was the beginning of an unworthy policy whose latest phase demanded a definite stand. The trumped-up stunt about dropping a certain prosecution gave the wily pettifogging lawyer a chance.

The country wished the Government to continue work which cannot be interrupted except to grave national disadvantage, and which only men could carry on whose authority in the eyes of the foreigner and their own people was respected by parliament (cheers).—*Reuter.*

LYDD'S SHIPBUILDING RETURNS.

London, Oct. 7.

Lydd's Register of Shipbuilding returns for the quarter ended 30th September show that 1,468,000 tons were constructed in Great Britain and Ireland, a decrease of 48,000 as compared with the quarter ended 30th June, but an increase of 197,000 as compared with a year ago.

The tonnage commenced during the quarter was 252,000 as compared with 375,000 in the previous quarter. The tonnage launched was 250,000, or 1,000 less than the June quarter, which was the highest during the last two and three quarter years.

The total merchant tonnage building abroad was 1,112,000, an increase of 12,000 as compared with the quarter ended 30th June, and 1,000 as compared with the quarter ended 30th June, 1923. The figures are: Germany, 108,000; France, 137,000; Italy, 132,000; and the rest of the world, 735,000.

Two million and one hundred thousand tons were commenced abroad and 192,000 launched during the quarter, showing an increase of 34,000 commenced and 24,000 launched. The total world tonnage was 2,581,000, which was 865,000 below the highest pre-war record.

Motor tonnage building in the world was 939,000, as compared with 1,212,000 steam tonnage.—*Reuter.*

ANGLO-EGYPTIAN RELATIONS.

London, Oct. 7.

Zaghal Pasha left for Paris this morning en route to Egypt. Zaghal, whose face was wreathed in smiles, told *Reuter* that he had nothing to say but thanks, but he would not say good-bye, merely an revoir. In a speech to a crowd of Egyptian students, who enthusiastically made him farewell, Zaghal said he had done his best to negotiate and had offered proof of the rights they claimed. His offer was refused but "the fault is not ours but theirs."—*Reuter.*

INDIAN FLOODS.

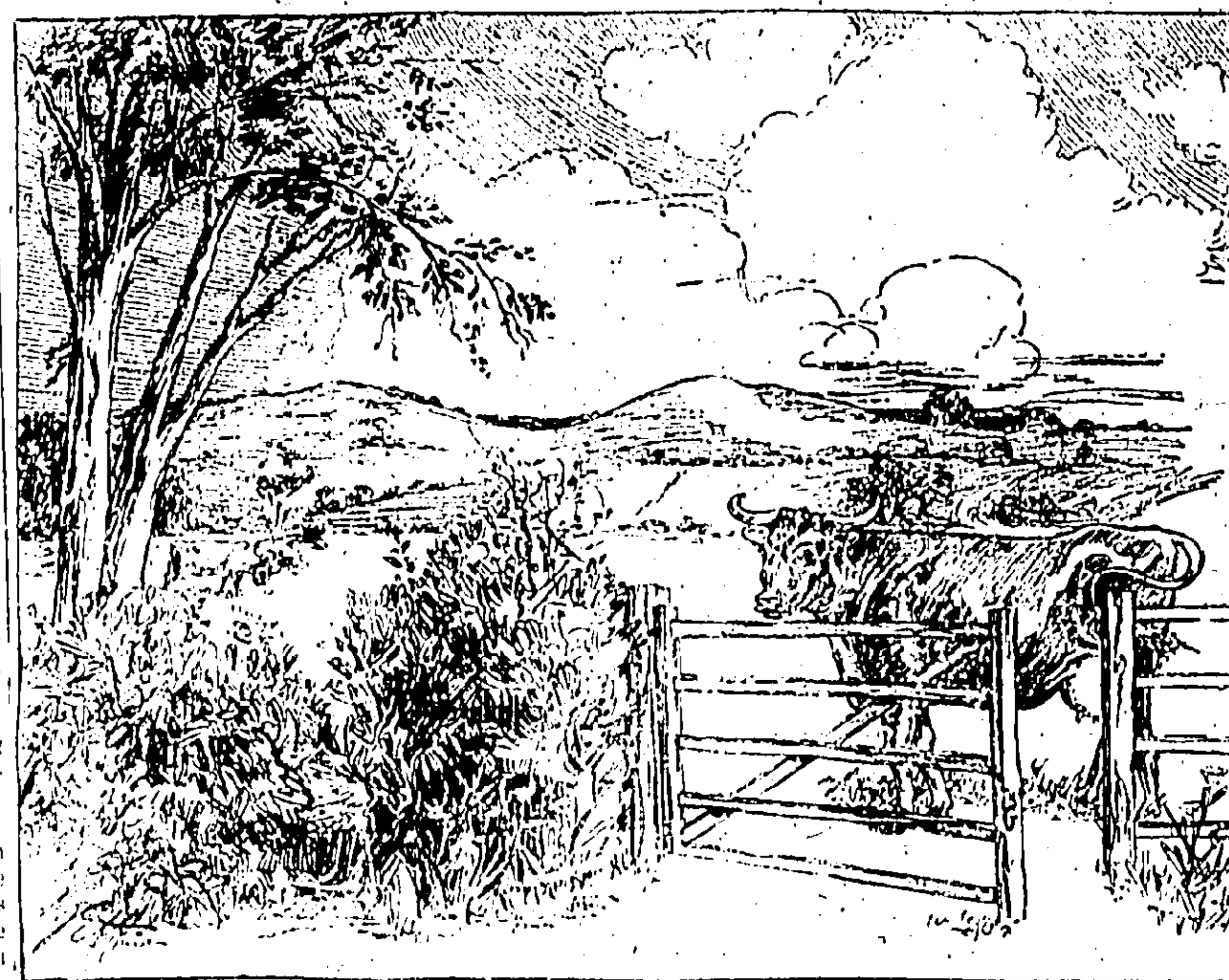
Singli, Oct. 7.

While floods in Jumna are subsiding the Ganges has reached a record height. The flood has enormously devastated the river districts and train service between Cawnpore and Lucknow has been stopped.—*Reuter.*

GERMAN RECONSTRUCTION DEADLOCKED.

Berlin, Oct. 7.

Negotiations of party leaders for the reconstruction of the Government on a wider basis having deadlocked, the press is discussing the probability of the early dissolution of the Reichstag.—*Reuter.*



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THE CHINA COMMAND.

ADMIRAL EVERETT'S STAFF.

The change in the post of Commander-in-Chief, China Station, monthly took place on Sept. 10, when Vice-Admiral Sir Allan F. Everett, K.C.M.G., K.C.V.O., C.B., was due to succeed Admiral Sir Arthur Leveson, K.C.B. who then completed two years in the command. But the date of Admiral Everett's assuming command will be approximately Nov. 7. Sir Allan relinquished last year the post of First Naval Member of the Australian Naval Board, which he had held since 1921. Promoted to flag rank in April, 1917, when Naval Secretary to the First Lord, he commanded the Fourth Light

Cruiser Squadron, Grand Fleet, in 1918-19, and the Eighth Light Cruiser Squadron, North America Station, in 1919-21.

Among the officers joining the Hawkins on the Admiral's staff, the Flag Captain and Chief of Staff is Captain Walter J. C. Lake, who has recently relinquished the post of Captain of the College at Greenwich. Lieutenant-Commander Alexander P. Bush, D.S.O., whose last appointment was at the Australian Navy Board, is the War Staff Officer. The Secretary is Paymaster-Commander Norman F. Roy, who also was serving with the Admiral in the Australian Navy. The Assistant Secretary to the Chief of Staff is Paymaster Lieutenant Felix R. Porter, who occupied a similar post in the Har-

LON CHANEY

and

VIRGINIA VALLI

IN

"THE SHOCK"

SHOWING T. A. Y.

World Theatre

ham. Two of the officers for duty in the Admiral's office are Paymaster-Lieutenant John A. Hawley, who was Captain's Secretary in the Spenser, and Horace G. O'Neil, who was also in the Barbican.



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SANITARY BOARD.

PREVENTION AND MITIGATION OF PLAGUE.

Mr. N. L. Smith, president, over the fortnightly meeting of the Sanitary Board held yesterday afternoon. There were also present Dr. W. V. M. Koch, Mr. C. G. Alabaster, K.C., Mr. S. W. Tso, Mr. Wong Kwong-tin, Dr. W. W. Pearce (Medical Officer of Health) and the acting Secretary (Mr. D. Davies).

Mr. Tso, pursuant to notice, asked the following questions:

"i. In view of the approaching plague season what measures are being taken by the Board to prevent or mitigate the disease?"

ii. How many plague cases occurred in the Colony during the last plague season?"

The Chairman replied: "I think strictly the Medical Officer of Health should reply to the second question and myself to the first, but with your permission, as the answer to the second question is very simple, I will answer both myself. With your permission I will answer the second question. The answer is none."

A Record.

No cases of Plague either in man nor rat were notified between the 27th September, 1923, and the present date, so that for the first time since plague was discovered here over 30 years ago, the Colony has been free from known plague for over twelve consecutive months. As to the first question, the periodical cleansing of houses under by-law 1 of the by-laws governing Prevention and Mitigation of Epidemic, Endemic, Contagious or Infectious Disease, will continue unless stopped by order of the Board. Arrangements are now being made for the laying down of rat poison throughout the City and Kowloon at the end of this month (October). This will be repeated early in 1925. The Board has power under by-law 2 of the aforementioned by-laws to order special cleansing and disinfection in any districts in which plague may be declared to exist; if this by-law be put in force the Medical Officer of Health may order the removal of ceilings, hollow partitions, etc., which may afford shelter to rats. The Medical Officer of Health will, as heretofore, make recommendations to the

Board when he considers it desirable to take action under this by-law. Under by-law 3 of these by-laws, the Board may order the closure and vacating of houses which, by reason of plague, are considered unfit for habitation. This has frequently been done in previous years, but during the epidemic of 1922 it was not done because no blocks of buildings could be found which might be hired by the Board for the housing of tenants so displaced from their houses. The practicability of this by-law is thus limited, but the Board can at any time consider its application.

Co-operation of the Public.

Mr. Tso: "Sir, I think the public will be very pleased indeed to hear that the Colony has been free of plague for a period of twelve months. It can hardly be expected that plague will be stamped out entirely from the Colony on account of the shifting nature and the constant increase of its population. The Sanitary Department was, I understand, originally established to deal with plague cases, and after 30 years of hard work it has succeeded in showing a clean bill for the Colony. The efforts of this Department in this direction should not, I think, be slackened. I am pleased to hear this statement made by the Head of the Sanitary Department in respect of the measures taken to prevent or mitigate the disease, and I hope the public will take note of those measures and co-operate with the Sanitary Department in carrying out this arduous work."

Dr. Koch shared in the gratification expressed by Mr. Tso at the absence of plague. He reminded the Board that it was a question of suppressing rat plague. Plague was not communicable from man to man, but was only brought about by diseased rats. So long as the Department pursued its policy of exterminating rats, so long might the Colony be free from plague. "May I also venture to express the hope," Dr. Koch added, "that we shall make efforts to exterminate typhoid as well."

Cholera.

The Chairman stated that a report by the Medical Officer of Health on cholera in the Tung Wah Hospital in 1922, had been circulated and laid on the table. There were one or two minutes of members asking

that the attention of the Water Authority should be drawn to that interesting report, and he would do so without delay. It was a fairly old report. The Water Authority had had it in the past, but they may have forgotten it.

Mr. Alabaster: It was not the same Water Authority in those days.

Importation of Foodstuffs.

With regard to the question of the importation of foodstuffs, the next item on the agenda, the Chairman said that Mr. Alabaster had raised the question of ice from Canton in 1919. He was afraid that that was the first time he had seen the papers. He had looked up the question. A certain amount of ice was known to be imported into the Colony in 1918, and the Board raised the question as to whether this should be permitted with or without restrictions. In October, 1918, the Board unanimously passed a resolution recommending that the importation of ice from Canton be prohibited. This went up to the Government, but it did not seem to have been passed into legislation. It was found as a matter of fact a week or two afterwards that the importation in question had entirely ceased. The Chairman thought there was no doubt as regards the legal question. The intention of the Board was that this should be brought under the general Importation and Exportation Ordinance by which the Government Council might permit or restrict any sort of importation. With regard to the motion he was about to propose he had ventured, partly in consequence of Mr. Alabaster's minute, to add two words "any article" of food or drink. Food was defined by the Ordinance as "any article used for food or drink other than drugs or water." It was rather doubtful whether under that would

(Continued on Page 2.)

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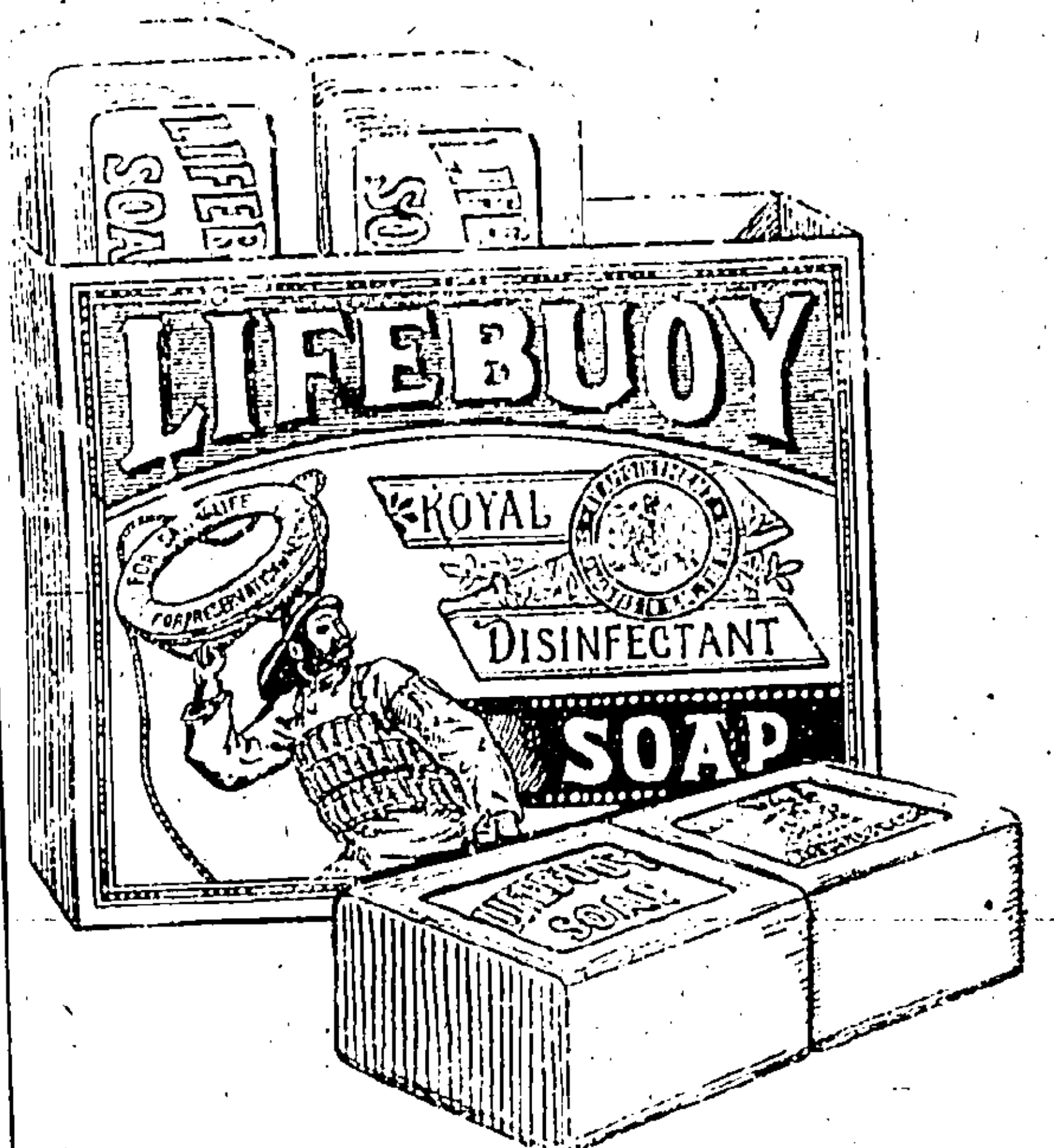
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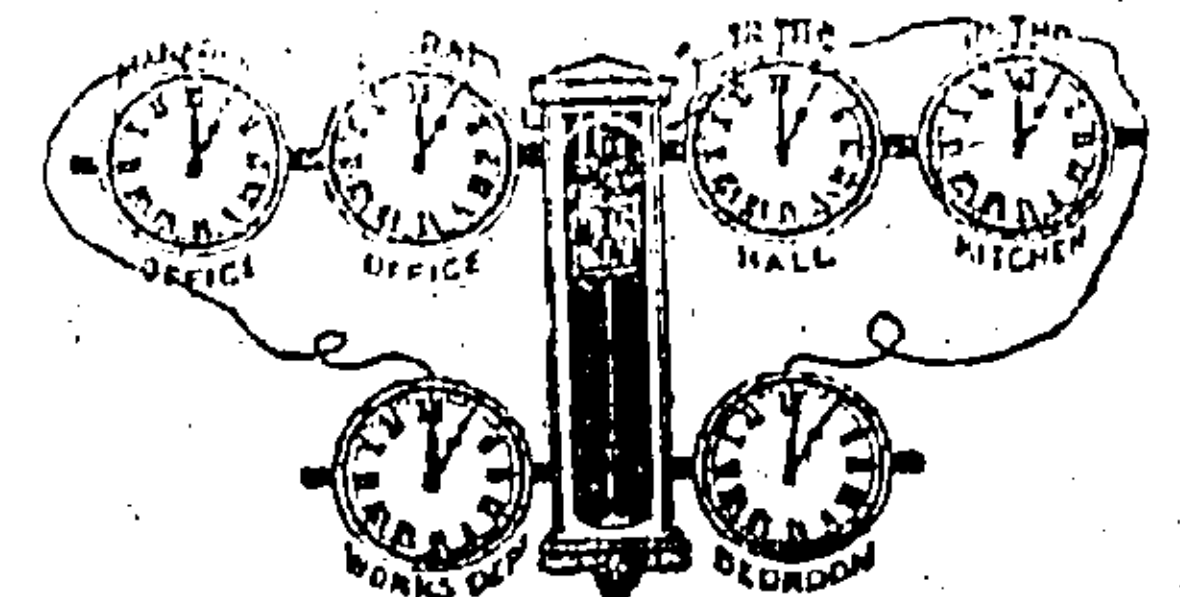
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WANTED.—To buy one secondhand sewing-piece (English make—double-barrel) in good condition. Apply to Mr. ITO, No. 92 Park Street, Kowloon.

EUROPEAN stranded in Hongkong (carpenter, cabinet maker, generally handy) wants work any kind. At present trying for job on ship and awaiting money from home. Meantime urgently needs job. Sober, middle-aged. Box No. 1209 c/o "Hongkong Telegraph".

TO BE LET.

TO LET.—Office Room in Central position. Apply: Linstead & Davis Alexandra Building.

TO LET.—In Mongkok Tui, Coronation Road, No. 13, Ground Floor, No. 24, First Floor, Three Rooms with Kitchen, bath, & servant's quarters suitable for European families apply to Iu Shiu Ke c/o International Bank.

TO LET.—For about 6 months from 15th March: Fully furnished, six roomed house with Tennis Court on the Peak. Hot & Cold water, flush sanitation, European Baths, new cement concrete flat roof. Apply: Linstead & Davis Alexandra Buildings.

FULLY FURNISHED HOUSE on the Peak for 7/8 months, from March, 1925. Modern sanitation. Garden, 8 minutes' ride from Top Tram Station. Apply Box No. 1208 c/o "Hongkong Telegraph".

FOR SALE.

FOR SALE.—"JAMES" Twin 3 1/2 h.p. Sports Model with all accessories. Practically brand new and in perfect condition. Driven under 1,000 miles. Guaranteed to exceed 65 m.p.h. on the road. Owner leaving Colony. On View at Dragon Garage, Happy Valley. Apply to Box 1207 c/o "The Hongkong Telegraph".

HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that the following Debentures were drawn at the Pavilion on MONDAY, the 6th October 1924.

18	285	465	671
50	291	493	685
55	301	499	702
71	314	502	719
85	370	543	724
146	386	566	730
153	416	568	771
187	417	631	786
231	422	614	808
265	462	635	811

Holders of Drawn Debentures who desire to be paid on (the 31st October) 1924 are requested to inform the Treasurer, Messrs. PERCY SMITH, SETH and FLEMING, on or before THURSDAY, the 30th October 1924.

AND NOTICE is hereby given that the Debentures numbered as above which have not been cashed on the 31st October 1924, will be paid on the 30th April 1925, after which date they will cease to bear interest.

By Order of the Committee
L. S. GREENHILL,
Hon. Secretary.
Hongkong, 7th October 1924.

CORRESPONDENCE.—desired with persons interested in purchasing or selling merchandise in the U.S.A. The Globe Drug Co., (G. T. Edwards) 1799, Mc Allister St. San Francisco, Cal., U.S.A.

G. R.
HONGKONG TECHNICAL
INSTITUTE.

THE Institute will reopen on THURSDAY, October 9th. Students will be enrolled at the Education Department Only, and should apply at once for Entry Forms.

A. D. C.

IN view of an important drama—the production contemplated by the Hongkong Amateur Dramatic Club for this Winter, all interested in Dramatic work are cordially invited to send in their names to the undersigned. Previous experience not essential. In addition to acting parts there are vacancies for assistants in every form of stage work, such as lighting, scene construction, costume designing and supervising, also organising and publicity work. No singing and dancing called for.

W. A. HANNIBAL,
Hon. Sec. and Treasurer of the Hongkong
Amateur Dramatic Club,
c/o Messrs. W. A. Hannibal
& Co.,
8A, Des Vaux Road, Central.

DOUGLAS STEAMSHIP CO., LTD.

Tickets will be issued for Round Trips during the months of July to October, from Hongkong to Foochow (Pagoda Anchorage) and return, calling at Swatow and Amoy on both the upward and downward Voyages, by the Company's new, fast, well appointed steamer "Hai-Ning" at the reduced rate of \$80, for the round Voyage, including Meals while the steamer is in port.

These Special Tickets will be available for return only by this steamer, either by the Voyage for which it is issued or by her following sailing from Foochow. Duration of stay at Foochow 48 hours.

The Trip occupies 8 to 9 days and the steamer will leave Hongkong from the Company's Wharf at 5 p.m. arriving at daylight on her return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.

For further particulars and rates of sailing Apply to DOUGLAS LARRAIK & CO., General Managers, Douglas Steamship Co., Ltd.

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NOTICE OF CALL.

Issue of 50,000 Shares of The Nominal Value of \$10 Each

(\$1.00 Paid Up)

NOTICE IS HEREBY given that the SECOND CALL OF \$4.00 PER SHARE on each of the above 50,000 Shares has been made by the Company and that such Call will be payable to the Company's Bankers, The Hongkong and Shanghai Banking Corporation, in Hongkong, on or before 15th October, 1924.

SHEWAN, TOMES & CO.,
General Managers.

HONGKONG JOCKEY CLUB.

THE Fifth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday 11th, and Monday 13th, October 1924, commencing at 3.15 p.m. each day. The first bet will be rung at 2.45 p.m.

The charge for admission to the Public Enclosure will be \$1.00 Soldiers and Sailors in uniform half price.

Members are advised that they must show their Season tickets to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 non members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead and Davis at \$5.00 each up to Friday, October 10th. The Stewards invite the ladies of Hongkong to be present.

TRUE TONE

is not only pleasant to hear but is important to beginners, who will learn more rapidly by practising on a piano which is well made true, in tone and responsive of touch such as

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consists in overcoming the cause of the trouble—the presence of excess acid in the stomach, which attacks its delicate lining and renders smooth, painless digestion impossible. For this purpose Bismarck Magnesia is unequalled for it drives away all pain sickness and flatulence the moment it enters the stomach... it does this by neutralising the acid, stopping fermentation, and soothing the inflamed tissues. Try Bismarck for yourself! See how quickly the pain goes... see how much better you feel. Get some from your chemist TO-DAY... but be sure it is Bismarck Magnesia, every genuine package of which bears the oval BISMARCK track-mark a little thing to look for but it's worth it, as it ensures your getting the one thing that dispels harassing stomach and bodily weakness.

The Sign of the Genuine
BISMARCK
See it on every Package

M. C. L.

A Sale of Work—articles made by children

VICTORIA CLUB

will be held at the

GOVERNMENT CIVIL HOSPITAL

at 3.30 p.m.

Thursday Next, October 9th.

Admission 50 cents. (Including Tea)
Cocoanut Shies,
Bran Pies, Donkey Rides, Raffles, etc.

FORTHCOMING AUCTION SALES.

CHINA AUCTION ROOMS.

China Building.
Ground Floor.

IF you have anything you would like to sell, exchange or advertise, send it to the CHINA AUCTION ROOMS.
E.V.M.R. de SOUSA,
Auctioneer.

CHINA AUCTION ROOMS.
PUBLIC AUCTION.

THE undersigned has received instructions to sell by PUBLIC AUCTION for account of the concerned on
FRIDAY, the 10th. OCTOBER, 1924, at 2.30 p.m.
at the CHINA AUCTION ROOMS, China Building.

A LARGE ASSORTMENT OF BLACKWOOD AND TEAKWOOD FURNITURE AND HOUSEHOLD SUNDRIES, &c., &c., &c., comprising:

Dining Room Suite, Chesterfield Sofa and Arm-chairs, Sideboards, Dinner Waggon, Glassware and Cutlery, Wardrobes, Dressing Tables and Chairs, Washstands, Toilet Sets, Double Brass Bedsteads, Iron Bedsteads and Wooden Bedsteads, &c., &c.

BLACKWOOD WARDROBE, BLACKWOOD WRITING TABLE, BLACKWOOD CHAIR AND STANDS, BLACKWOOD MAHJONG TABLE, TIEN-TSIN CARPETS, AXMINSTER CARPETS AND RUGS, SILK HAN J EMBROIDERED PICTURES.

1 PIANO by J. & J. HOPKINSON, LONDON.
3 GRAMPHONES.
Catalogue will be issued. Terms:—Cash on delivery.
E. V. M. R. de SOUSA,
Auctioneer.

PUBLIC AUCTION.

THE undersigned has received instructions to sell by Public Auction for account of the concerned, on
TUESDAY, the 14th October, 1924, at 2.30 p.m.
at the CHINA AUCTION ROOMS, China Building.

A large Assortment of OLD CHINESE PORCELAINS, CURIOS, &c., &c., comprising:
5 COLOURED, 3 COLOURED, AND BLUE AND WHITE VASES, JARS AND WALL PLATES, INCENSE BURNERS, OLD BRONZE AND BRASS FIGURES, SCREENS, CLOISONNE, IVORY, AGATE, CRYSTAL, WHITE AND GREEN JADE WARES AND ORNAMENTS, NECKLACES AND EMBROIDERING &c., &c.

The above goods arrived recently from the North and include pieces from the SUNG, YUAN, KANGHI, KIEN LUNG and TOWKWONG periods.

Terms:—Cash before delivery. On view 2 days before sale. Catalogue will be issued.
E. V. M. R. de SOUSA,
Auctioneer.

CHINA AUCTION ROOMS.
PUBLIC AUCTION.

THE undersigned has received instructions to sell by Public Auction for account of the concerned, on
WEDNESDAY, the 15th October, 1924, at 2.30 p.m.
at the CHINA AUCTION ROOMS, China Building.

SUNDRY AND MISCELLANEOUS GOODS.
Terms:—Cash on delivery.
E. V. M. R. de SOUSA,
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PUBLIC AUCTION.

BY ORDER OF THE

Messrs. LAMMERT BROS., have received instructions to sell by
PUBLIC AUCTION,
on THURSDAY

The 16th day of October 1924 at three o'clock in the afternoon at their Salesroom in Duddell Street, Victoria Hongkong.
THE VALUABLE LEASEHOLD PROPERTIES
situate at Victoria in the Colony of Hongkong and being Section D of Subsection 3 of Section of Marine Lot No. 40 and The Remaining portion of Subsection 3 of Section A of Inland Lot No. 70 IN TWO LOTS

The property consists of:
Lot 1. All That piece of parcel of ground situate at Victoria aforesaid and registered in the Land Office as Section D of Marine Lot No. 40 Together with the messuages and buildings thereon now let out as and known as Nos. 8 and 10 AMOY Street. The area of the property is about 1354 sq. ft. and is held under a Crown Lease for a term of 979 years.

Lot 2. All That piece of parcel of ground situate at Victoria aforesaid and registered in the Land Office as The Remaining Portion of Subsection 3 of Section A of Inland Lot No. 70 Together with the messuages and buildings thereon now let out as and known as No. 25 LOWER LASCAR ROAD. The area of the property is about 731 sq. ft. is held under a Crown Lease and Extension thereof for a term of 924 years.

For further particulars and conditions of sale apply to Messrs. DEACONS, 1 Des Vaux Road Central, Vendor's Solicitors

or to Messrs. LAMMERT BROS., The Auctioneers, Duddell Street, Hongkong, 2nd. October 1924.

"WAR" IN PACIFIC.

American Naval Manoeuvres.

The American naval manoeuvres, which it is proposed to hold near Hawaii early next year, are to be on an elaborate scale according to dispatches received.

The manoeuvres are to begin on January 4th on the assumption of a sudden severance of diplomatic relations at a time when no preparations for war have been made. The U.S. Atlantic Fleet will leave its base of operations on the eastern coast and arrive at San Pedro in the latter part of February through the Panama Canal, to join the Pacific Fleet. During this time the Pacific Fleet will make San Pedro its base and, backed by the destroyer flotilla and air corps, concentrate its energies on safeguarding the passage of the Atlantic Fleet through the canal.

The U.S. Combined Fleet, with the idea that the enemy has opened an attack on Hawaii, will start operations from early in March, meeting the enemy off Honolulu, recovering Hawaii, and pursuing the foe westward. The zone of the manoeuvres extends from San Francisco to Midway Island. From early in June till the middle of September operations will be continued in Australian waters on the assumption of a junction with Australia, and will include replenishing operations at sea, this being considered the weak point of the American Fleet in time of war.

A Japanese dispatch, states the Koko Chronicle, comments that it is evident that Japan is the objective of the manoeuvres, and the open announcement of the scheme for including Australia in the operations is very daring. Besides strategic and tactical purposes the manoeuvres have another object, which is to point out the lack of high-speed light cruisers and want of transport. It is also intended, the dispatch avers, to promote anti-Japanism in Australia and New Zealand, and show the power of the United States against Japan.

Hughes & Hough
LIMITEDIMPORTERS, EXPORTERS AND
GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned),

on THURSDAY, the 9th October, 1924, commencing at 2.30 p.m., at their Sale Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,
Valuable Teakwood and Blackwood Furniture, And Household Sundries, &c., &c., &c.

Comprising:—
Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Sideboards, Dinner Waggon, Dinner Sets, and Glass Ware, Cutlery, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side tables and Cabinets, &c., &c., &c.

1 Enamel Bath, 1 Embroidered Screen, 1 large carved Blackwood Curio Stand, 1 Pinella by Moutrie & Co. Ltd., with Rollers, and a few lots of Italian Marble Statuettes, Typewriters and Gramophones, &c. (Full Particulars from Catalogue).

Terms:—Cash on delivery.
HUGHES & HOUGH, Ltd.
Auctioneers.
Hongkong, 1st October, 1924.

Instructions to sell by Public Auction, (For Account of the Concerned),

on FRIDAY, the 10th. Oct., 1924, at 10.30 a.m., at No. 225 Leys Building, Ground Floor,

Valuable Household Furniture,
Comprising:—
Teakwood Wardrobes with mirrors, Single Teak Bedsteads with mattresses, Chest-of-drawers, Tables, Sideboard, Dinner Waggon, Cabinets, Dining Table and Chairs, Glass ware and Crockery, &c., &c.

also
A number of lots of Rattan Furniture.

(The above furniture are all practically new).
On view
on the 9th. instant afternoon.

Terms:—Cash on delivery.
Catalogue will be issued.
HUGHES & HOUGH, LTD.
Auctioneers.
Hongkong, 3rd. Oct., 1924.

BY ORDER OF THE
MORTGAGEE.

A VALUABLE LEASEHOLD PROPERTY.

Situate at Mongkoktsai, in the dependency of Kowloon, the Colony of Hongkong, and known as Section A of Kowloon Inland Lot No. 1182 with Messuages and erections thereon

Now Known as No. 143, Portland Street,

to be sold by
PUBLIC AUCTION.

in One Lot

on the 15th day of October, 1924, at 2.30 o'clock p.m.

At their Sales Rooms,

Ice House Street,

Victoria, Hongkong,

by

MESSRS. HUGHES & HOUGH, LIMITED,

Auctioneers.

For further particulars and conditions of sale, apply to:—

MESSRS. LEE & RUSS,

Solicitors for the Vendor,

or to

MESSRS. HUGHES AND HOUGH LTD.,

The Auctioneers.

Hongkong, 6th Oct., 1924.

HISTORIC ESTATE FOR SALE.

Lilleshall, between Shrewsbury and Stafford, formerly a seat of the Duke of Sutherland, is to be sold by Messrs. Knight, Frank, and Rutley. Lilleshall has a long and eventful history, the first mention of it being found in the Domesday Book. In the year 1148 was founded the Abbey of St. Mary, and its ivy-clad ruins, Lilleshall Abbey, may still be seen in the beautiful grounds surrounding the house. A portion of the Abbey church, a fine doorway, north tower, and parts of the cloister, chapel house, and refectory still remain.

TO-DAY'S MISCELLANY.

Farmers and peagrowers in the Selby district of Yorkshire have had good crops of peas, but they are in a state of indignation at the prices they have been getting for them. One local farmer, Mr. Thomas Atkinson, of Cliffe, sent 139 five-pock bags of peas to a northern market, and in return received a cheque for half-a-crown, which he intends to frame as a memento of the transaction. Another farmer sent 200 bags of peas to a neighbouring market, and has received a balance-sheet showing that he owes 30s. on the deal.

An inn which has been famous for many generations passes with the closing of the other day of the Falcon, in Highbury, Uxbridge. Once a large private house, the building dates back to the fifteenth century, and for more than 150 years has been a house of call for travellers. In the bar and cellars are some fine oaken beams. There are also left the remains of a big open fireplace, where travellers were wont to cook their food, and around which they gathered to discuss the topics of the day while they waited for their supper. In the saloon bar stood a grandfather clock, which, according to an inscription on it, has been telling the hour for more than a century and a half. A new house has been built to replace the old Falcon.

"There was no special creation of Adam and Eve... probably a gradual evolution of a tribal group of monkeys, who slowly began to show a brain development characteristic of humanity was the assertion to the London Evening News of Canon Barnes, of Westminster, who has been appointed Bishop of Birmingham. The time had come he added, when the biological doctrine of evolution must be accepted by all churches. According to biologists, an animal in whom human characteristics could be discerned probably appeared not less than about a million years ago. Since then there has been a gradual development of that humanoid being, which has finally led to civilised man as we now know him. In this picture of the past there is no room for the garden of Eden. The appointment has given rise in Birmingham to considerable discussion.

"Live dangerously" is the motto to which Signor Mussolini has adopted for Fascism in his opening speech at the National Council of Fascism which is meeting to elect a new directorate and to lay down the main lines of Fascist policy. He said: It would not be worth while living as men, it would not be worth while calling ourselves Fascist if we could not face storms. Anyone can navigate calm seas when there are no waves and when the breeze is gentle, but it is even more to navigate when a storm rages. A German philosopher said, "Live dangerously." I would like this to be the motto of young and passionate Italian Fascism. "Live dangerously" means being ready for anything, for any danger, for any sacrifice, for any daring when the country and Fascism are in danger.

In London there are some 20 or 30 societies or associations formed to link together those who have come to the Capital from distant counties. Devonians, Cornishmen, Yorkshiremen, East Anglians, and, indeed, men of all the principal counties, have their own organizations here and meet from time to time to exchange reminiscences and to honour their birthplaces. Many of these county societies keep in touch with similar organizations in the Dominions and in other parts of the world. Mr. Jollye, of the London Lincolnshire Society, in a letter to The Times, shows that there is a movement to establish a permanent club in London for members of county associations. Most of the societies are affiliated to the English Counties Conference, and it is suggested that an "English Counties Club," to which the clubbable members from each society could belong, might by cooperation, become possible. The idea was mooted before the war, when Major Rigg suggested a St. George's Club and Hall the idea then being to acquire a site and erect a building in the Kingsway. This was an ambitious scheme, and Mr. Jollye thinks that a more modest plan would now meet with approval. The proposal is likely to be discussed by the various societies this winter.

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SANITARY BOARD.

(Continued from Page 4.)

come aerated water which they might want to stop, and certainly ice and he thought the Board would probably agree to the addition of those two words.

Mr. Alabaster: Is ice a drink?

The Chairman: I would like the Medical Officer of Health's opinion on that.

Mr. Alabaster: I think that ice is water.

The Medical Officer of Health: Ice is water, but whether it can be called a drink or not I do not know.

The Chairman then proposed: "That the Government be respectfully requested so to amend the Public Health and Buildings Ordinance as to give the Board power to make by-laws prohibiting the importation into the Colony of any article of food, drink or ice from any specified place, and imposing conditions on the importation of food, drink or ice generally."

Dr. Koch seconded, and the motion was unanimously carried.

Daily Farm Water Supply.

The Chairman laid on the table a statement regarding the Dairy Farm water supply, adding "I do not think any discussion is required on that."

Anti-rabic Emulsion.

A statement with reference to the supply of anti-rabic emulsion on Sundays, etc., was laid on the table. The Chairman said the public would be interested to know that anti-rabic emulsion was obtainable at any hour of the day or night and any day of the week.

Dr. Koch: By application, where?

The Chairman: At the Institute. Doses are made up. It is free at the Government Civil Hospital. I think that is understood.

Whitfield Market.

The Chairman proposed that in view of the opening of a market at Whitfield, the special food licenses in that district be cancelled at the end of the present quarter—31st December, 1924.

The motion was seconded and carried unanimously.

Queries on Water.

The Chairman mentioned that there were two water reports on which there were minutes by members. The Vice-President was unfortunately unable to be present that day. The points raised were technical, and he thought it would meet the case if he referred the matter to the Water Authority.

The Board agreed.

OUR RESCUE TUG.

A SHANGHAI SUGGESTION

The Hong Kong Legislative Council voted a few days ago the money necessary for the construction and acquisition of the rescue tug for the Port of Hong Kong which already has been described in these columns and which is the outcome of a suggestion by the former Harbour-master of Hong Kong, the late Commander C. W. Beckwith, R. N., says the Shanghai paper *Shipping and Engineering*. As work on the tug, which is being built at Taikoo, is stated to be under way, it is probable that the question of the name to be bestowed on it will soon call for consideration.

There is a strong sentiment among shipping men on the China Coast, continues our contemporary, that no better name for the vessel could be found than that of the deceased gentleman who realized its necessity and at whose instigation the decision to have it built was taken. Commander Beckwith's association with Hong Kong was a long and an honourable one, and his death occurred only five months after he had given of his best. There can be no doubt that the arduous and anxious times which Commander Beckwith went through during recent years in the performance of his duties contributed materially to the breakdown in health so soon after he had entered on a retirement so justly earned.

Commander Beckwith's memory is preserved, of course, in the nomenclature of the Beckwith Bill, concludes the Shanghai journal, but there is a wide consensus of opinion that the acquisition of the rescue tug presents a fitting opportunity for providing, in the port for which he did so much, a suitable and worthy reminder of Commander Beckwith and his work.

THE TYPHOID EPIDEMIC.

SANITARY BOARD AND THE DAIRY FARM.

Mr. N. L. Smith, the President of the Sanitary Board, made what he expressed the hope to be a final statement on the subject of typhoid, at yesterday's meeting of the Sanitary Board.

The President said: I hope I shall be excused if I make what I trust may be a final statement on the subject of typhoid. Now that we are apparently out of the wood, it is possible to discuss the question calmly and without prejudice. What I have to say will be purely on the question of facts and statistics, and I shall try to avoid saying anything that should not be said by a layman. I do not know if members of the Board digested the very interesting statistics on the subject compiled by the M.O.H. and circulated a week or two ago. What stands out in those statistics is, firstly, that typhoid is always with us, as the M.O.H. stated at our last meeting. Secondly, there is generally a fairly constant ratio between Chinese and non-Chinese cases. Taking the five years 1910 to 1923, we find the non-Chinese cases averaging 28 per cent, and the Chinese 72 per cent of the total. The same roughly held good for the first six months of 1924, and has held good since August 7th, when the epidemic proper ceased. Now, during the period July 11th to August 7th of this year, the non-Chinese cases rose to an extraordinary figure—44 out of a total of 61, or say 70 per cent non-Chinese to 30 per cent Chinese. This may be interpreted in two ways: either it is a matter of mere chance or it is not.

Dr. Koch, I think, suggests the former, for, in a question asked six weeks after the percentage had got back to normal (if I may so use the expression), he uses the words "In view of the persistence of typhoid," of course typhoid is persisting in the sense that it has persisted for the last eleven years. But I think that most people will incline to link the percentage of 70 per cent in a section of the population which numbers much less than ten per cent of the total population, remarkable, and indicating some common cause.

Unboiled Milk.

For these 27 days there were, as I have said, 44 non-Chinese cases. May I say, at this point that, in his investigations, the M.O.H. does not, as has been suggested, sit at his desk and guess. Complete information is invariably collected within 24 hours of every notification, showing as far as can be discovered, the diet and habits of life of the victim, the drainage system of his house and all other relevant particulars. I have on the table before me the detailed reports on these 44 cases. They are in plain English and I am sure the Medical Officer of Health will be glad to show them to any interested person. Of these 44 non-Chinese cases, four were imported, leaving 40. Of these 40, no less than 12 were children, which would seem to disprove the idea of the shellfish or raw salad theory, even were it otherwise likely. Take next the question of water. If water is suspected, how are we to account for the simultaneous pollution of Pokfulam, Tytan, Quarry Bay and Kowloon Reservoirs? And why should bad water affect a few thousand Europeans and leave all most unharmed, a million odd Chinese? Turning then to milk, which is essentially a European drink, (even though some Chinese take it), and particularly a children's drink, what to do we find? Five of the 40 victims lived at a hotel where Dairy Farm milk is very occasionally augmented from other sources. One case possibly drank no milk at all—it was difficult to get the facts as his house boy was the only person who could tell anything. All the remaining 31 had definitely been drinking unboiled Dairy Farm milk at the time of contracting the disease. That is to say out of 40 non-Chinese cases, not taken at random, but comprising the only cases reported during the epidemic proper, at least 30 had been drinking Dairy Farm milk, although five of those 30 may possibly have had other milk as well. It is not claimed by the M.O.H. that the suspicion of milk is more than a hypothesis, but it is at least a workable hypothesis and it is difficult to find any other hypothesis that fits all the facts.

Facing the Music.

Now as to the steps taken. On July 19, the M.O.H. said to me, "I

am now convinced that this European typhoid is milk-borne." As he showed no external symptoms of a drowning man clutching at a straw, I asked what he advised, and he recommended an advertisement in the Press that milk should be boiled: his only fear was that it might create a scare. I said I was prepared to face the music in due course, and the advertisement was at once published. Meanwhile, he and his assistant had, of course, been making the closest possible investigations of the Dairy Farm's methods. One weak point, or a possibly weak point, was discovered—a cooling apparatus too large to be put into the steam sterilizer. The Company gladly undertook to take the precautions that were considered necessary, and the M.O.H. is satisfied that the steps necessary to provide for safety in the future are thoroughly understood by the management. I have suggested a further advertisement cancelling the advice to boil milk, but the M.O.H. does not wish to lay himself open to a charge of manslaughter if someone, in the future, contracts a milk-borne disease. As to the effects of the steps taken by this Department, it is not for a layman to say. Statistics of inoculations, for one thing, would be necessary; but if any statistician cares to take the incubation period and add it to the date on which the M.O.H. advised the public to boil milk, he will find that this practically coincides with the date when the European epidemic stopped almost with a snip.

Pro-Truth v. Anti-Camouflage. May I, in conclusion, strongly deprecate the prevalent idea that one must be either attacking or defending the Dairy Farm Company. My personal opinion may be considered valueless, but speaking purely as a mouthpiece of this Department to which is entrusted the safeguarding of the Colony's food, I have no hesitation in repeating what I said in July, that we have the best milk supply East of Suez, probably one of the best in the world. All our lives and particularly the lives of our children manifestly depend to a very great extent upon this wonderful institution, but I am sure that Dr. Koch and every other member of this Board will agree with me that, in a matter of this importance, it would be unwise to be either pro-Dairy Farm or anti-Dairy Farm. The only proper attitude for a public servant in this time of public anxiety and in this time I include every member, official or unofficial, of this Board is surely to be pro-truth and anti-camouflage.

Dr. Koch asked whether the Chairman's statement, "born in the calm of your study," was open to criticism. There were many controversial points, but it all boiled down to this, that the Chairman had repeated what they all knew. Absolutely nothing had been done to find out the cause of origin of the infection. The Chairman had stated in reply to a question that day that plague had not appeared for thirteen months. Plague they knew was conveyed by rats and they were all glad to know that it had been stamped out. When typhoid occurred in the small number of cases it did in the Colony, there was every opportunity, in his opinion, for trying to find out the source of origin. That was what he had been doing at all along and was aiming at now. Typhoid could be stamped out elsewhere and that was what they wanted to see done in Hong Kong. He did not wish to raise any controversy, but he could not help feeling that the Chairman's statement carried them no further.

BASEBALL.

WASHINGTON BEAT NEW YORK.

New York, Oct. 7.—In the baseball world series New York beat Washington by 6 to 4.—*Reuter's American Service.*

ITALY'S FOOL'S TAX: The Italian State coffers are expected to benefit this year to the tune of around 80,000,000 lire from the operation of the State's weekly lotteries. It is the only tax in the world which is popular, exciting, and which the taxed people refused to allow to be abolished. The "Fool's Tax," as Mussolini calls it, is derived from the playing of a lottery system which is practically the same as the famous "Purse Of Twenty-One" which the Venetians and Genoeses played amid much public excitement in the XIVth Century.

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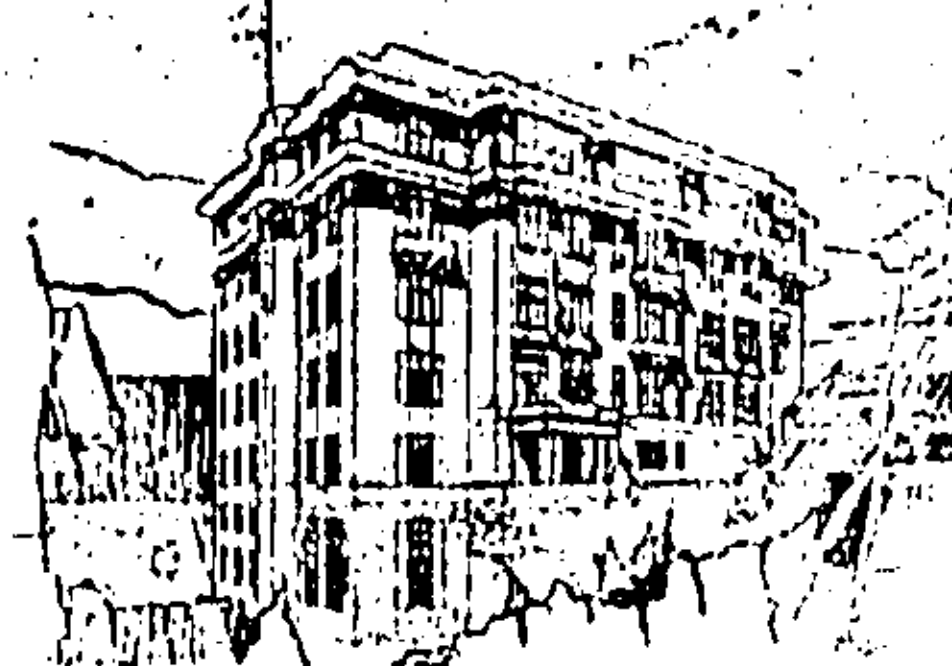
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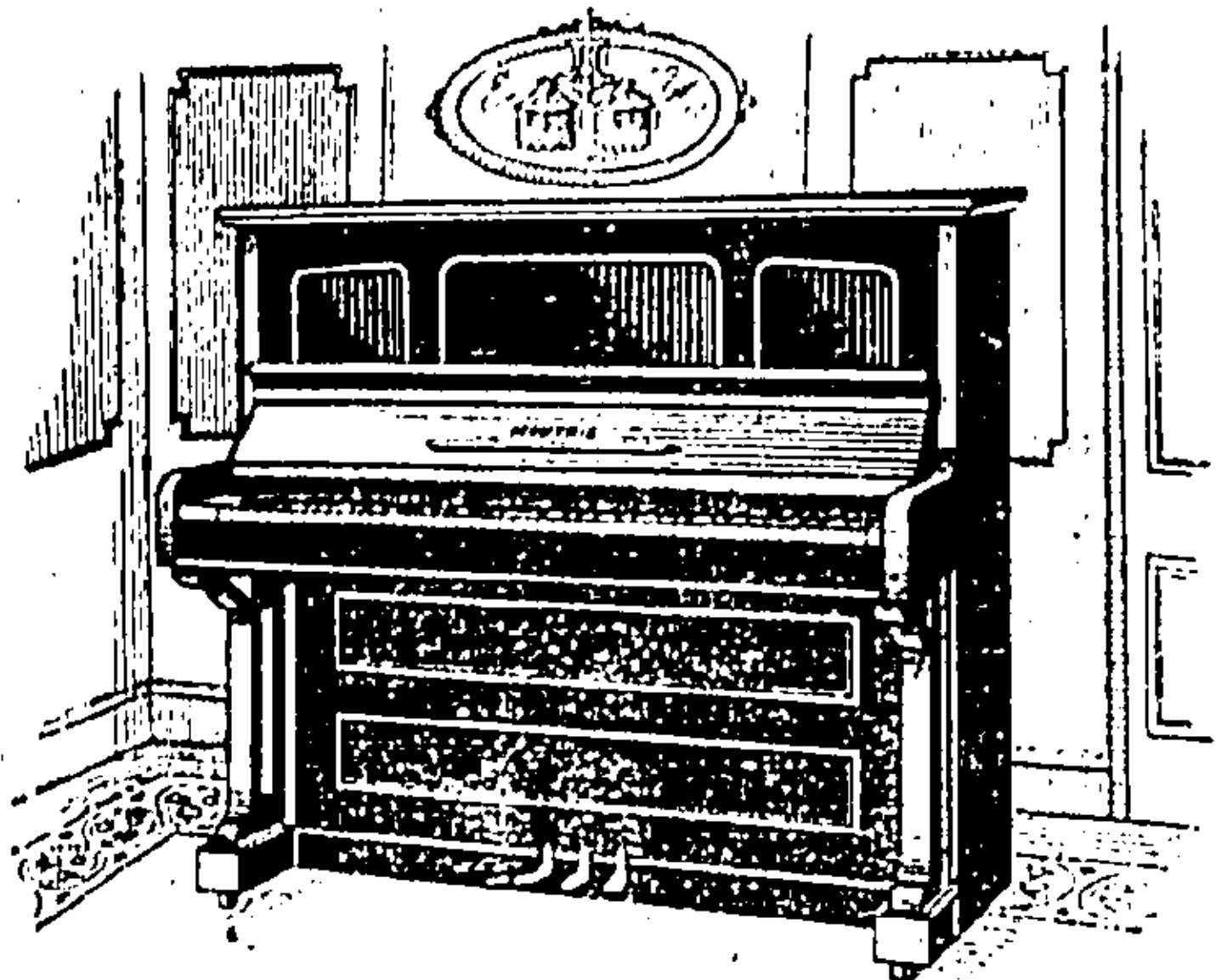
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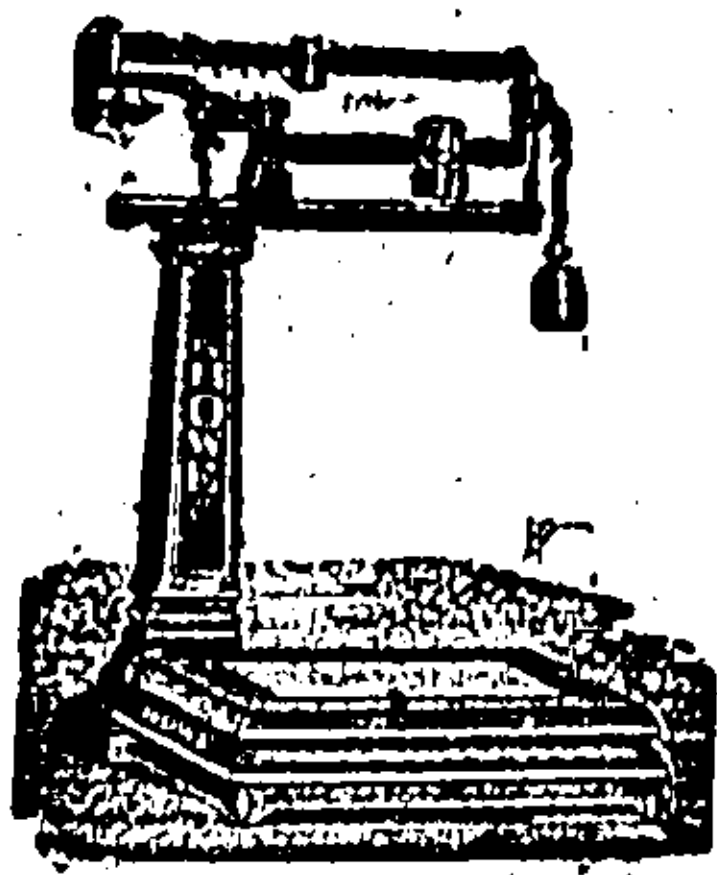
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DEATH.

RICHARDSON. The death occurred at Swatow on the 3rd inst. of Mr. Chas. R. E. Richardson, at the age of 54. Mr. Richardson was a Hongkong and Coast Ports flour merchant.

The Telegraph.

HONGKONG, 8th Oct. 1924.

THOSE CANTON ARMS.

When the full history comes to be written of the negotiations for the release, to the purchasers, of the arms which recently arrived in Canton by the s.s. Hav, we venture to predict that there will be some startling revelations. At the moment, the matter seems as far off a settlement as ever it did. In the meantime, the Merchant Volunteers have lifted the curtain a little by publishing rejoinders to certain official statements concerning the matter, and these clearly show how the real owners of the arms have been humbugged about in their endeavours to obtain possession of the shipment.

The main fact which is disclosed in the statement made public is that the Government first of all agreed to return the arms on six specified conditions submitted through the medium of two mediating Generals, and that these conditions were later confirmed when it was stated that the facts had become known and it was found that the arms had really been purchased by the Volunteers. Therefore, it was officially stated, the Government would allow the arms to be returned to the Volunteers. Later on, the authorities began to complain of the difficulty of coming to terms with the Volunteers, but the strange thing is that no mention is made of any circumstance suggesting that the latter were unwilling to accede to the Government proposals. Indeed, the boot was on the other foot, because the fresh obstacles raised came, not from the Volunteers, but from the Government, which began to bring forward all manner of new conditions. These conditions included the contribution of no less a sum than three million dollars towards the Northern Expedition, the question of registering the Corps, and then the payment of \$50 for every weapon returned. All this, let it be noted, after the Government had originally agreed to release the arms on payment of half a million dollars only.

These facts are sufficient to show how shamefully the whole issue has been handled by the Government, which, even after "pardoning" the chief leaders of the Volunteers, continued to dub them as "rebels." But there are other facts which will one day come to light, and then we shall probably have some idea of the Government's attempts to manufacture evidence not only against the Volunteers but against other interests as well. The whole thing is a sorry business from beginning to end, and all that has happened shows that the Canton authorities have been far keener on wringing money out of the Volunteers movement than in doing bare justice to all concerned.

Canton Assault Case.

We do not require to go into details of the case at Canton in which a lady was ill-treated by policemen. The matter has had full publicity in our columns. Neither is it our intention to dwell on this subject only so far as it affects Canton. What the assault really points to is the growing anti-foreign feeling in China, which has been observed in the North as much as in the South, and has been the cause of much comment during the past few months. No doubt the responsible officials in Canton regret this case as much as anybody else. They cannot fail to realise what the consequences might be, and they would not deliberately antagonise a friendly country like the United States of America. Evidently it was the outcome of hostile feeling on the part of some underling "drest in a little brief authority." At least, that is what we would like to think. But it is obvious that even the men in higher positions in China are not inclined to respect foreign rights as they did hitherto, and among the lower orders, quick to take their cue from those in authority, there is now discernible a decided anti-foreign feeling. The agitators in the country have not scrupled to fan the flames of this hostile sentiment, with the result that outbreaks like that against Mrs. Decker are likely at the slightest provocation. The war in the North, with all the discussion of foreign intervention that it has given rise to, has no doubt increased ill-feeling against Europeans and Americans. "Foreign prestige" that catch phrase of our time, was never at a lower state in China. These are signs of the times which it behoves us not to overlook in our estimate of the future of the Far East, especially when we consider the matter of a possible united China.

Colonial Resentments.

One would have to search Colonial history diligently to find a parallel to the present resentment which has developed from the amendment of the disarmament and arbitration Protocol drawn up at Geneva. It is the portions of the Empire chiefly concerned with immigration problems that have hitherto expressed strong disapproval of the part played by the British delegates in assenting to the conciliation of Japan, thus introducing possibilities of domestic legislation becoming subject to interference by the League of Nations. Despite assurances that immigration questions are not to be brought up for League arbitration, there is a natural fear that the principle of such interference has been established. Australia's opposition has been followed by adverse comments from South Africa, two parts of the Empire troubled by the question of controlling Asiatic immigration and legislating for regulation of existing coloured populations. The sentiments of the United States of America, whose adherence to the Protocol is so necessary for the full working and ultimate success of the scheme, are likely to be very similar to the views of these British Colonies, as our transatlantic friends are troubled by practically the same problems. It appears that British adherence will be only partial, and if the Colonies stand out, our Government might as well give up the idea of making the scheme a success. So taking everything into consideration, the chances of final, unanimous ratification of this great idea for bringing peace to the world, are remote indeed. Which is a great pity.

DAY BY DAY.

HE IS WELL PAID THAT IS WELL SATISFIED.—*Shakespeare.*

Two further cases of typhoid fever (one Indian and one Chinese) have been reported.

Second Lieut. A. J. F. Sugden, Royal Regiment of Artillery, has been promoted to the rank of Lieutenant.

In the armed robbery at No. 24, Mercer street yesterday morning money and jewellery of the value of \$800 were stolen.

Mr. S. E. McGregor, of Messrs. John Dickenson and Co., Ltd., paper makers of Shanghai, is at present on a visit to the Colony.

Amongst the passengers who left by the s.s. President Pierce were Mrs. A. G. Stephon, Miss S. Addis, and Mr. and Mrs. R. C. Morton.

Amongst the passengers who arrived from Australia by the s.s. Taiyuan were Mrs. R. Innes, Mr. and Mrs. Popperell and Mrs. J. L. Shellshoar.

The silk forwarded from here by the Empress of Canada on the 12th Sept. arrived in New York on the 3rd Oct., having been 21 days in transit.

Mr. Gomes has reported to the Police the theft of a suit of dress clothes, valued at \$30, from his home at No. 8, Humphrey's Avenue, Kowloon.

Playing in the Mixed Doubles tennis competition at Tientsin, O. Runjahn (a former Hongkong player) and Miss Snarsky defeated H. Wright and Mrs. Martin by 8-10, 6-2, 6-2.

Final Day in connection with the V. R. C. annual sports will be held on Friday, commencing at 4 o'clock. The prizes will be presented at about 6.30 p.m. by His Excellency the Governor.

Yip Koo, a 16-year-old boy is in hospital, in a rather serious condition resulting from injuries. The Police report in connection with this affair is that the boy got drunk and tumbled down a backyard.

A bullock ran amok yesterday whilst being taken to the slaughter house, and attacked a ricksha coolie, who received injuries in the arms and legs and was removed to the Government Civil Hospital.

Last week's health return shows five cases of typhoid fever, all Chinese, of which two were fatal. An imported Chinese case of paratyphoid fever was also notified. A further case of typhoid, the sufferer being a Chinese, was reported yesterday.

For assaulting a foki, with a chopper, an employee of the Yumati branch of the M. Y. San Co. was fined \$10 or 14 days' hard labour, and ordered to pay the complainant \$10 compensation by Mr. E. W. Hamilton at the Kowloon Magistracy this morning.

We have received a complaint that a lamp at the rear of Nos. 129, 143 Connaught Road West has been flooded with dirty water since the end of last month, due to choked drains, and that the stench therefrom is almost unbearable. We commend the matter to the attention of the authorities.

The two ladies who made a successful stay in Shanghai, leaving behind them a fiancée, unpaid chits and broken hearts, and then visited Manila and other ports, have had their career stopped by the Colombo police. According to Indian newspapers, the police met the boat on which the ladies were travelling from Singapore, and refused them permission to land. The ladies were "advised" to return to Canada.

Holding one through sheer force of story and acting, "The Shock" which comes to the World Theatre to-day, is said by metropolitan critics to be one of the most unusual pictures produced. The principal male role is played by Lon Chaney and the feminine lead by beautiful Virginia Valli. These two stars are supported by an excellent cast including such well-known players as Christine Mayo, Walter Long, Jack Mower, Henry Barrows, and James Wong. It is directed by Lambert Hillyer.

STICKING UP FOR ULSTER'S "RIGHTS."

MORE IRISH TROUBLE FORESHADOWED.

(Continued from Page 1.)

London, October 7. Sir James Craik, at the opening of the North Irish Parliament, said the present British Government had brought in a new treaty against the wishes of Ulster. If this was to continue, there would be no safety for Ulster in the future. If the boundary commission persisted in, and the finding was acceptable to Ulster, well and good; but if the decision prove unacceptable by the North Irish Parliament, he would not hesitate to decline responsibility for carrying on the Government. He would be no party to the lowering of the Union Jack and the hoisting of the white flag, or any hypocritical gesture to the South.—*Reuter.*

DISCUSSION IN HOUSE OF LORDS.

London October 7. In the House of Lords, a large muster attended the debate on the Irish Bill. Viscount Grey delivered the principal speech. He declared that a definite understanding had been given Ulster in 1920 that no question of territory could be negotiated without Ulster's consent. He would prefer to face the Free State's demand for a republic than see the understanding with Ulster broken. He expressed the opinion that the passage of an amendment limiting the powers of the boundary commission would raise the whole question to a position in the House of Lords; therefore he advised definite acceptance of the Bill or rejection of the whole idea of having a commission.

The debate was adjourned until to-morrow.—*Reuter.*



Sir James Craik.

SOVIET AND CHINA.

AGREEMENTS WITH ALL PARTIES.

Moscow, Oct. 7. According to a semi-official version of the treaty between the Soviet and the "autonomous" three Eastern provinces of China, the main points include the reduction of the period for the return of the railway to China, and a complete revision of the original Chinese Eastern Railway contract within four months.

The agreement in other respects follows the Peking agreement.

The parties also agree to redemarcate the boundaries, draw up a new tariff, and conclude a commercial treaty.—*Reuter.*

Peking, Oct. 7. The Rosta News Agency publishes the text of the agreement between the Soviet and Chinese Eastern Provinces. The main points are as already noted. The period of return of the Chinese Eastern Railway to China is reduced to sixty years, and there will be equal representation on the staff.

As regards the navigation of the Sungari and Lower Amur to the sea, the contracting parties agree to take up the question on a basis of equality and reciprocity.—*Reuter.*

SIAMESE STUDIES EUROPE.

PRINCE'S VISIT TO FRANCE.

Marseilles, Oct. 7. Prince Hantaburi, a brother of the King of Siam, has arrived. He was received by the Siamese Minister and members of the Siamese Legation. The prince intends to study economic questions and the situation created in Europe by the decisions of the League of Nations.—*Reuter.*

COTTON SHORT TIME.

MANCHESTER SPINNERS' DECISION.

London, Oct. 7. The Federation of Master Cottonspinners, meeting at Manchester, has decided to continue to run the American cotton mills for 26 1/4 hours a week. Pressure will be put on a few firms who are exceeding these hours.—*Reuter.*

JAPAN'S SHIPPING.

COMPETING ON NEW ROUTE.

Melbourne, Oct. 7. The steamer Belfast, Maru, bound for Europe, is to sail on October 9th, with 1,800 tons of cargo, including a thousand bales of wool. She is the first vessel of the new Japanese shipping combine to enter the Australian-European trade.—*Reuter.*

SHAMEEN STRIKE.

DAIRY FARM CO. THANKED.

The Dairy Farm, Ice and Cold Storage Co., Ltd., has received the following letter from Lieut. Col. R. M. Crosse, Chairman of the Shameen Municipal Council:—

"I have the pleasure on behalf of the Council and the Shameen ratepayers to convey to you their deep sense of obligation and gratitude for the facilities afforded by your Shameen Branch during the recent strike.

"The placing of your resources at the disposal of the community was an act which was much appreciated.

"The Council wish me to invite your attention to the able work done by your local Manager, Mr. T. G. Stokes, who arranged the distribution of food, which was, we can assure you, no light task. "There seems little doubt that among the results achieved may be counted a demonstration of the solidarity of Shameen against such efforts of coercion.

"Please accept apologies for the lateness of this letter due to pressure of the aftermath of Municipal business."

TO-DAY'S BAZAAR.

FOR NEW SCHOOL FUNDS.

A sale of work in aid of the building fund for the new premises of St. Paul's Girls' College was opened by Lady Severn at No. 84 Caine Road this afternoon.

The place wore a bright appearance with a display of fancy lanterns and greenery, and inside, the chief rooms have been converted into stalls for the display of cushions, needlework, etc., the greater part of which was turned out by the pupils themselves. Of particular interest were the tapestries brought from Nankin, which are really beautiful pieces of needlework.

The bazaar is well organized and great credit is due to the Headmistress, Miss Woo, and the pupils who are her assistants. It is being continued until Saturday.

A LONG TRIP.

AIRSHIP'S 7,000-MILE FLIGHT.

New York, Oct. 7. Manned by a crew of forty, the airship Shenandoah has left New Jersey on a seven-thousand mile flight to the Pacific Coast and back, carrying five days' fuel and food supply. This is the longest journey ever attempted by an airship in America. Latest news is that the airship passed Charlottesville, Virginia.—*Reuter's American Service.*

HILL-CLIMBING ENGINES WANTED.

London, Oct. 7. The Siamese Prince Puradit has visited the Palace of Sandringham at Weymouth. He is seeking engines capable of dealing with loads in the mountains, etc. of Siam.—*Reuter.*

TWO-MINUTE TALKS A Daily Tonlo
By ROBERT POWELL

BALLAST.

"He lacked 'ballast'" said the candid friend musingly, referring to a man who had gone down in the sea of life. "Upon one minute, and down the next! Yet how brilliant he was, and what wonderful talents!" And the candid friend passed on with some complacency, well convinced that he at least was not wanting in this saving substance.

The ship must have its quota of ballast to preserve its sailing stability. If not, a sudden wave and she may turn turtle, or the cargo will shift until the vessel lists to a dangerous angle. Ballast is ugly, seemingly worthless stuff, to be hidden away in the hold. Yet for want of it many a ship has been cast away and heavy insurance paid for the loss.

Ballast is intended for stability. It is a counterweight to the pull of the sea or of the air. It checks the too exuberant flight of the balloon; it holds on an even keel the graceful yacht; it poises the ship upon the ocean. Invisible, yet manifest by its action; worthless in separate units, yet in bulk invaluable.

"He lacked 'ballast'" repeated the candid friend, and doubtless the comment was true. Had he some prudence of action; some caution in procedure; some forethought before putting in being the grandiose plans—yes, he wanted more ballast. And because he had not this restraint, he mounted too high and too rapidly. Then came the fall, the shattering of prospects, the ruin of all his bright schemes.

Humility makes a fine ballast when Egotism holds away. Who

has not met the man filled with importance, unable to see anybody else but himself, rising high in his own estimation, dilated with pride. Let him learn something of self, and humility will check the dreams of high-reaching greatness. It ballasts the man, makes him face things as they are, shows him his own limitations.

Misfortune will provide ballast. Sharp and heavy the trouble which brings down a man from the clouds where he has built his castles so airy. He falls to the ground, and arises bruised and perhaps miserable. Yet there may come a day when he will take stock of his life and be able to say, "It was all for the best. I was rising too fast. If I had not come down when I did, my fall would have been greater."

Failure is the ballast which has led many a man to find ultimate success. To the weak it means the knock-out blow; to the strong, it is the spur to fresh effort. Failure may hold a man down, but it does at least keep him on the ground of reality. "I have been too much up in the clouds," he says, and begins all over again.

Failure in others is ballast to the right-thinking man. It produces a chastening effect. "How fortunate I have been to have escaped the troubles which have come thick and fast upon—" he will say. It checks his too wild aspirations, sobers his schemes, and ballasts his outlook upon life.

Are you well ballasted? If not, you will float hither and thither, at the mercy of every wind of chance circumstance.

DAY BY DAY.

Juma Khan, a watchman employed at the Kowloon Godowns, has been arrested on a charge of being in possession of two revolvers and 100 rounds of ammunition.

New taxes are being enforced in Canton by the General Military Bureau of Yunnanese and Kwangsi troops, as a result of which some thirty per cent. of the shops have closed.

A cinder-carrying coolie who failed to stop when called upon by a Chinese constable in the early hours of yesterday morning in Fife Street, was shot and wounded in the legs. He was removed to the Kwong Wah Hospital.

Mr. and Mrs. R. Stanley Dollar and two children arrived in Hongkong to-day, aboard the Admiral Line steamer President Jefferson. Mr. Dollar is president of the Admiral Line and vice-president of Robert Dollar Steamship Co., with offices in San Francisco. Mr. Dollar and family are on a round-the-world tour and will sail from Hongkong for Manila on October 14th aboard the President Hayes.

The largest shipment of logs ever sent out of the Philippines to a foreign port went forward from Sumagui, Mindoro, on the Japanese steamer, Anki Maru No. 3, consigned to Yokohama, recently. The number of board feet in the shipment was 1,000,000. Larger shipments have been made of sawed lumber, but it is stated that this is the record so far as logs are concerned. The logs were of lauan and taluto, the last-named wood being used extensively by the Japanese in the manufacture of wooden shoes. The record shipment was made by Mr. Frank Liddell of Mindoro.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

School Football.

Sir, - Will any of your readers please let me know the real reason why there is no Inter-School Football League? Our sportsmaster, who attended a committee meeting recently, told us that it was because of the bad feeling between the different schools. Don't you think, Mr. Editor, that is a poor reason? Thanking you for inserting this.

Yours etc,
L. S. S.

Hongkong, Oct. 8th, 1924.

TSINWAN ROBBERY.

TWO MEN COMMITTED.

Two of the men who took part in the Tsinwan robbery on August 29th were charged at the Kowloon Magistracy before Mr. E.W. Hamilton this morning with possession of fifty-seven rounds of ammunition.

The evidence disclosed that after the second defendant was discharged from hospital he made a voluntary statement to the police. Acting on this, detectives visited the residence of the first defendant at Kowloon City and in the kitchen, concealed in the brickwork of the wall of the fireplace, they found the ammunition mentioned in the charge.

Both prisoners were committed for trial.

KWANGTUNG VOLUNTEERS.

GENERAL LI NOT RECOGNISED.

The Volunteer organisations in Kwangtung Province have issued a public statement denying that they have ever recognised General Li Fook-lum as Director-General of the Volunteer Corps. The Volunteers are informing the Cantonese public that their organisations, while subjected to Government supervision as provided for in the charter of the National Government incorporating them, have their commanders elected by the constituents, and this has been done for the past 13 years, the precedent having never been broken.

General Li Fook-lum, an appointee of the Kuomintang Government of Dr. Sun Yat-sen, is not a private citizen, and it is pointed out that he was a bandit before the Republican Government in Canton took him into the Army in 1912.

DAIRY FARM NEWS.

"Save it with Ice"

YOU WILL BE MORE THAN REPAID

For the little spent on Ice
BY THE FOOD YOU SAVE

DEPEND ON

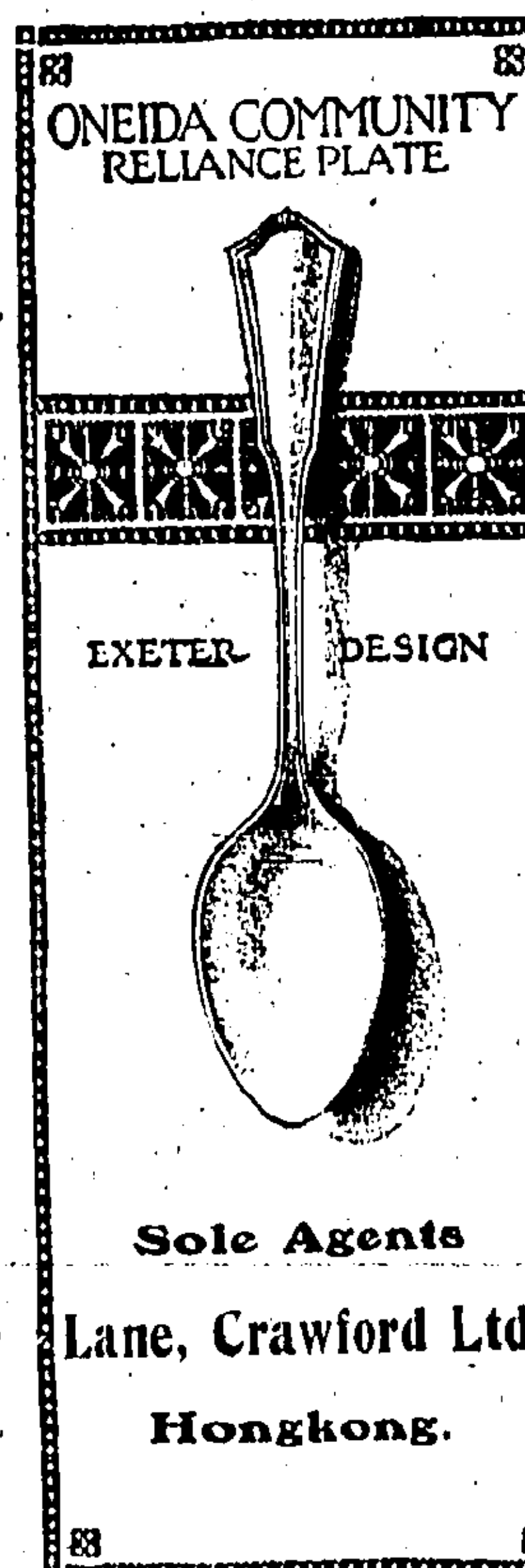
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MACAO NEWS.

GOVERNMENT HOUSE
BALL.

(Our Own Correspondent.)

Macao, Oct. 7th.

On Sunday, the Acting Governor (Senhor Santos) gave a ball at Government House to commemorate the anniversary of the Portuguese Republic. There was a large attendance, including the Director of Public Works (Senhor Rigo), wife and daughters; Senhor Magalhães, the former Harbour Master; Senhor Cabaco, A.D.C., wife and daughter; Senhor Costa, wife and daughters; Mr. and Mrs. Gellion; Mr. and Mrs. Nolasco, Dr. and Mrs. Avolar, Senhor C. Amaral (Harbour Master), General Rodrigues and daughters, and many others. Miss Santos acted as a charming hostess, whilst before supper His Excellency delivered a brief speech. The ball lasted until 4 a.m.

The body of a soldier was found on the shore on Friday, and enquiries into the cause of death are being made.

The aviation display by Mr. Rowe and Mr. Abbot was much appreciated by the public.

ORIENTAL INTRODUCTIONS.

At a recent Royal Horticultural Society's fortnightly show in the hall at Vincent Square, a Japanese relative of Britain's native spindle tree received the award for its bright red fruit, and it has the additional advantage that its leaves turn a brilliant red in the early autumn. This came from Kow, while another species came from the garden of Mr. F. C. Storn at Goring-on Sea. This was raised from seeds collected by Farrer in Western China and has winged stems. The fruits were a pinkish red, but become deeper in colour later on. From the same garden came also two syringas, one with purple flowers and one with white flowers. These two Chinese species of lilac have the additional advantage that they flower a second time in the autumn.

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In white & coloured in the coat styles or pull over shape for all occasions.

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Popular Prices: \$5.00, \$2.00, \$1.00 and 50c

CHILDREN HALF PRICES

Special Children's Matinee SATURDAY & SUNDAY

From 2.00 to 4.30 p.m.

THE INDIAN PROBLEM.

MR. HORNELL STATES
HIS VIEWS.

"India cannot guard herself against external aggression or internal disorder, and the British power affords her the sole available means of obtaining the security essential to her welfare." This was the concluding statement made by Mr. W. W. Hornell, C.I.E., M.A., Vice-Chancellor of the University of Hongkong, in a lecture delivered at Canton Christian College, Canton, on Friday evening, says the *Canton Gazette*. In his talk made before the Arts and Science Club of Canton Christian College, entitled, "Some Aspects of the Problems of India," Mr. Hornell discussed the political situation in India at great length.

In the course of his address, Mr. Hornell propounded the question what is to happen next in the coming Indian general election? "Can there be any doubt as to the result? Will not the electors with one voice cry, Liberty, Freedom and Enfranchisement? If present indications may be trusted, Mr. C. R. Das will have silenced all opposition long before the next election falls due, and his supporters will be returned throughout the Constituent Assembly without even a contest."

A NEW PACT.

"Fully conscious of the strength of this position, Mr. Das has already put forward the suggestion that a pact must soon be made between Great Britain and India."

The first condition of the pact, according to Mr. Hornell, would be the maintenance of British protection undiminished and unimpaired. "This, however, though essential to British interests, is yet more indispensable to India herself, nor will any sane man suppose that the British will continue to render it, save on fair and reasonable terms. And the maintenance by the British of internal order and external security is indispensable to any scheme of government in this country."

CONTROL IN BRITISH HANDS.

"The second condition lies in the corresponding necessity of retaining the central control in British hands. The one is indispensable to Indian security, the other to Indian unity, and the National Congress would render a real service to its cause, while at the same time evincing welcome progress in political thinking, if it were to accept these plain, though unpalatable, facts as the foundation of its proposals. Security and unity

WRITS IGNORED.

WHAT CANTON DOES.

A peculiar story of litigation methods in Canton was told by a Chinese witness at the Summary Court this morning when a case in which judgment had been given against him was down for re-hearing. He was the managing partner in a firm trading under the name Wing Wo and Co., and the plaintiff, Un Ki-king, was claiming one month's wages and an additional month's wages in lieu of notice.

The witness, L. S. Howe, said that the custom in Canton on receiving a writ was to ignore it, and "neither was notice taken when a second writ was served. On receipt of the third writ, the defendant would appear in Court. He added that he was patiently waiting for further writs in the present case when he was surprised to hear that judgment had been given against him for the amount of the claim.

Mr. C. H. Lyson appeared for the plaintiff and Mr. H. S. Fitzroy defended.

Mr. Lyson said he was in a rather embarrassing position, in that plaintiff had not put in an appearance. Plaintiff knew quite well the case had been fixed for this morning, although yesterday there was some question as to why plaintiff had not paid the costs in the previous hearing.

Mr. Fitzroy, giving the reason for defendant's non-appearance at the last hearing, said he had discussed the question of the custom outlined above with an ex-Civil Governor, who had informed him that such was the case. He went on to say that his defence to the action was that plaintiff was never employed by defendants. When he was with Howe sometime in the middle of August, they both got wet through, and Howe took him to his office, where he stayed for two days smoking opium and sleeping. There was some discussion about work, but he was never taken on. Howe, giving evidence, said that he was not at liberty to employ any person without consulting his partner.

The case was adjourned after evidence had been given by the second partner and by the plaintiff, who had in the meantime put in an appearance.

must assuredly furnish the preamble of any imaginable pact between the two countries, and among its first conditions therefore would be found provision for placing these requirements on a business footing."

"Ritz" Hats

In shapes and colours that make certain the right hat for every sort of features or physical appearance.

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Men's Wear Specialists.

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TO-NIGHT

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LATE CAR TO PEAK AT 1 A.M.

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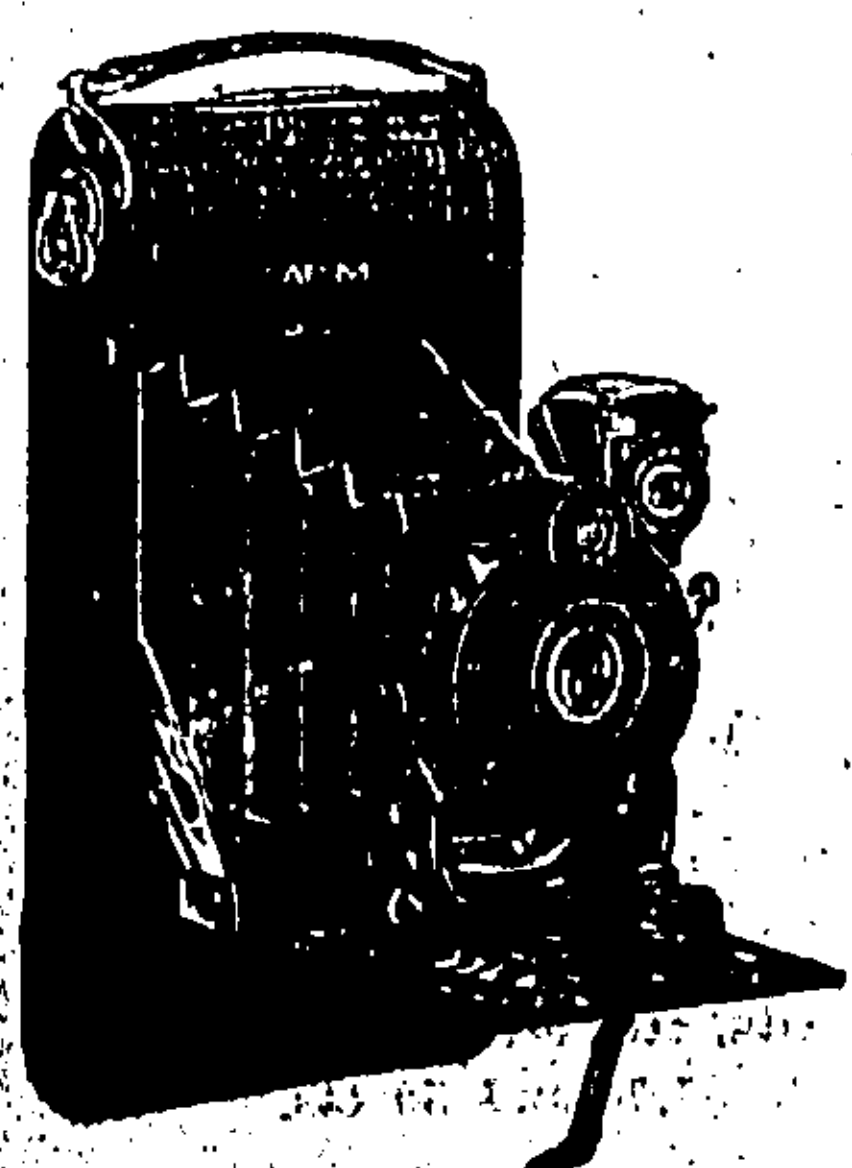
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Vocal Score - - \$3.50

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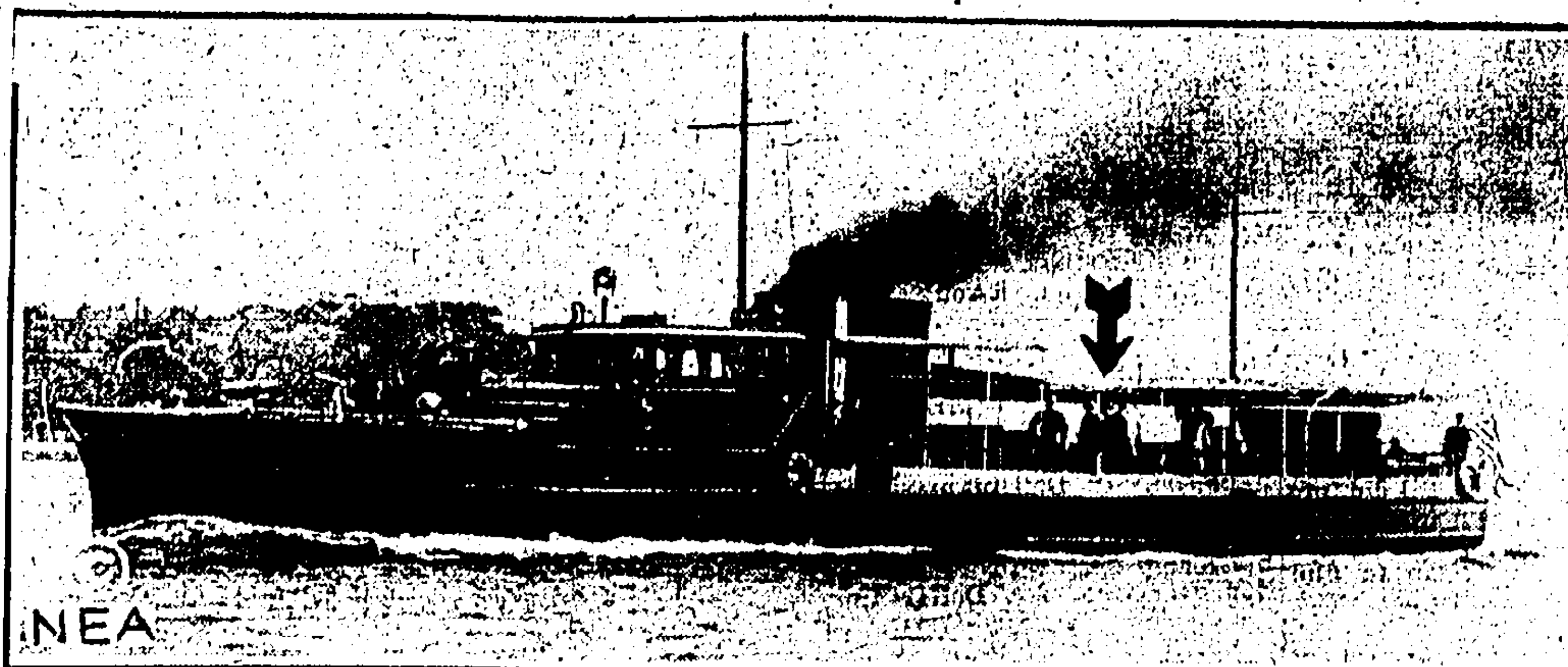
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CAMERA NEWS

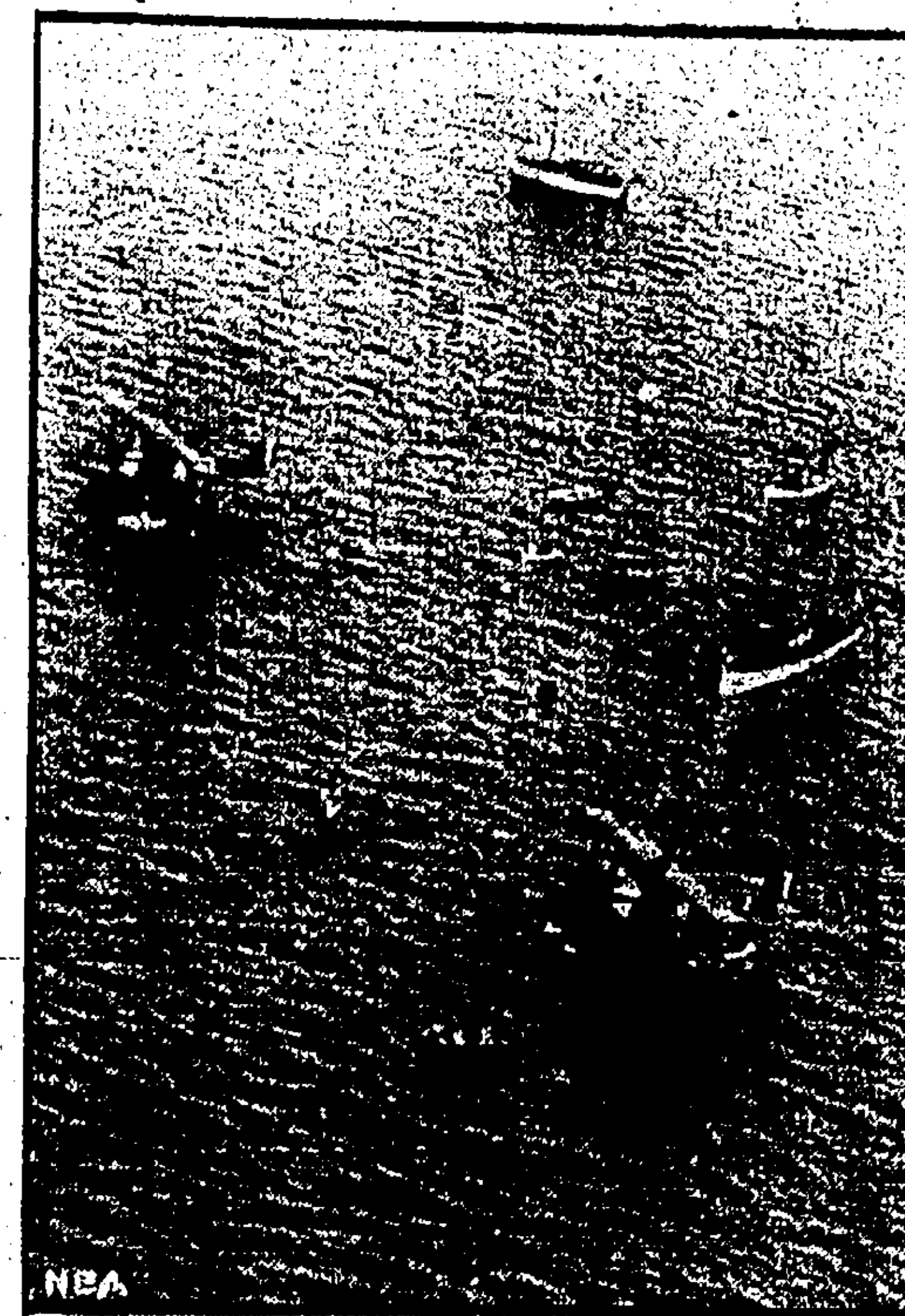
THE END OF THE JOURNEY.—Arrow indicates the Prince of Wales aboard the Black Watch, one of the finest yachts in America, as it speeded away from the Borengaria, taking the Prince to Glen Cove, Long Island, where he was the guest of honour at several brilliant social functions.



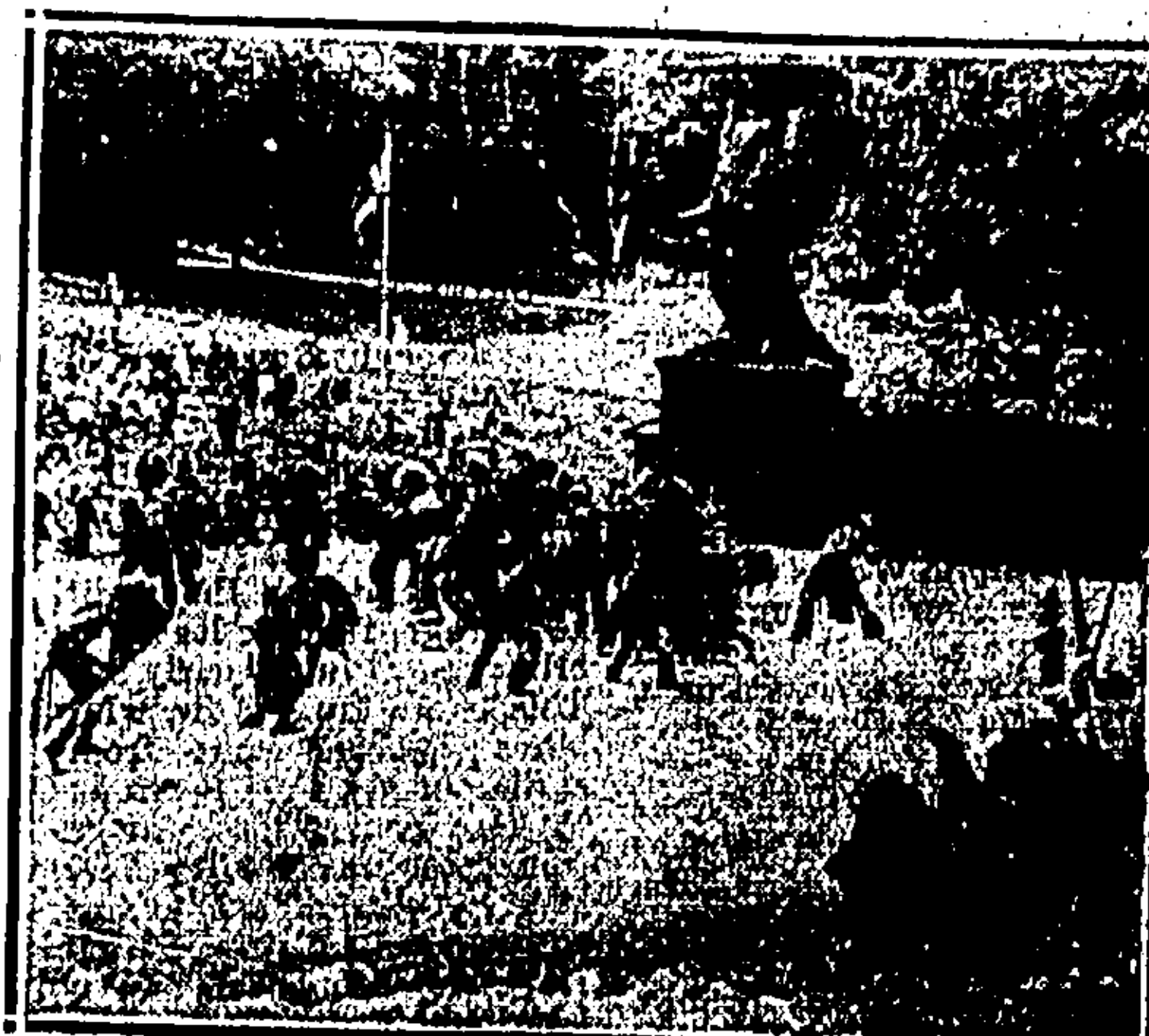
WITH PRINCE.—Mrs. Richard Norton, London society leader, who was a prominent member of the Prince's entourage during his visit to America.



U.S. FLIERS IN BOSTON.—On a table draped with national colours Lieutenant Smith, watched by other airmen, signs the proclamation prepared by the city of Boston. Note the taggop fountain pen, one of the many testimonial gifts presented to the fliers upon their arrival.



BOSTON'S WELCOME.—Harbour police of Boston had cleared the waters for the landing of the round-the-world fliers. No sooner had the planes lighted—two of them are shown in this picture—than the small craft came from all directions to greet the aviators. Photo shows the beginning of the rush for the honour of being the first to greet America's air heroes.



BOY SCOUTS IN DENMARK.—Here is the troop of American Boy Scouts that represented the United States in the International Boy Scout Jamboree at Copenhagen impersonating the American Indians.



THE GRAIN MARKET.—Soaring grain prices caused great activity in the wheat Chicago Board of Trade. The picture, taken at the height of the day's trading, shows the capacity. The upraised hands are the bidding signals of the operators.

ONE OF THE WORLD'S GREATEST SALESROOMS.

The salesroom of the New York Branch of the Buick Motor Company at 55th Street and Broadway, New York, sells and delivers more cars and more dollars worth of automobiles than any other salesroom in the world. And its sales are increasing all the time.

This Buick Branch delivered, during 1923, 24,565 new Buicks, representing a cash value of \$39,591,918. In 1924, it is expected that about 30,000 cars will be delivered, a business of over \$50,000,000. Few if any of the great New York department stores will do as great a volume of business.

From August 1, 1923, to May 16, 1924, deliveries of this Branch amounted to 20,139 Buicks as compared with 16,295, deliveries for the same period the preceding year. This represents an increase of 3,844 cars, or a 23-1/2% gain. Sales of this Branch for the first two weeks of May 1924, were 1,231 Buicks as compared with 945 sold in the same period last year. This is an increase of over 30%. It is no wonder that a record breaking volume of business is expected for the new season.

Because the value of Buick output has each year been greater than that of any other exhibitor, Buick has held first place in every National Automobile Show in the United States during the last six years. In 1923, Buick sold 218,516 motor cars, representing a value of \$302,752,950 not including war tax or freight. In the New York district alone 12-5/10% of the 88,026 new cars sold in 1923 were Buicks.

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STOPS Dry Rot, Decay and
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Tint Cards and Information from

Wilkinson, Heywood & Clark

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Telephone Central 703.

WORLD SYSTEM PREDICTED.

A single system of broadcasting on short wavelengths was predicted before the World Power Conference in London recently by W. J. Brown of Metropolitan Cities, Great Britain, and Dr. W. H. Easton of the Westinghouse company in this country. Their idea was of a system based on the use of inaudible short waves, to be sent out by large stations at central points all over the world, picked up by smaller stations and broadcast locally on audible wavelengths.

NEW YORK IN 1950.

At a conference, representative of local municipal bodies, held recently in New York, it was stated that motor saturation point in this region would not be reached until 1950. By that time it is anticipated that two out of every seven New Yorkers will own cars and that 5,430,000 motor cars would be registered in this area alone. To meet this huge traffic it is proposed to build express highways having seven times the capacity of modern streets, elevated sidewalks, one way thoroughfares, while tram-lines are to be scrapped.

RADIO NOTES AND NEWS.

Proper Wiring Reduces Losses to Minimum.

A "Hook-up" is as good as it is wired.

That is one of the main reasons why one radio fan will get flustered on a single tube, while another couldn't tune out his local station on a three-tube outfit, says an American writer.

It is not the careless job that causes tuning difficulties either. Care, neatness and cleanliness in wiring, of course, help considerably toward the efficiency of a circuit. But with all that, a fan can encounter many difficulties when it comes to listening in.

These difficulties lie in improper attention to certain important technical details that must be kept in mind while a set is being wired.

There is the matter of soldering, for instance. A crudely soldered connection may cause trouble in receiving that is hard to trace down. Experience is required in making a good job of soldering but this can be acquired with practice.

The main points to remember in soldering is to have a clean joint, using just a slight touch of flux resin most effectively, and putting not more than a dab of solder on the joint. Not only must the iron be hot but the joint too.

In the case of the tinned bus wire, which is used most generally, extra tinning isn't necessary. There is also a solder on the market with a resin core. If this is used the matter of using a flux is obviated.

To solder, heat the iron, which should be small and with a fine tip, until it is almost red hot. Slice an eighth to a quarter inch of resin-core solder with the tip and hold this on the tip of the iron. Place the iron to the joint for a second or two, then drop the solder on the joint. Press lightly over with the iron and hold in place for about a minute, until the solder cools and hardens.

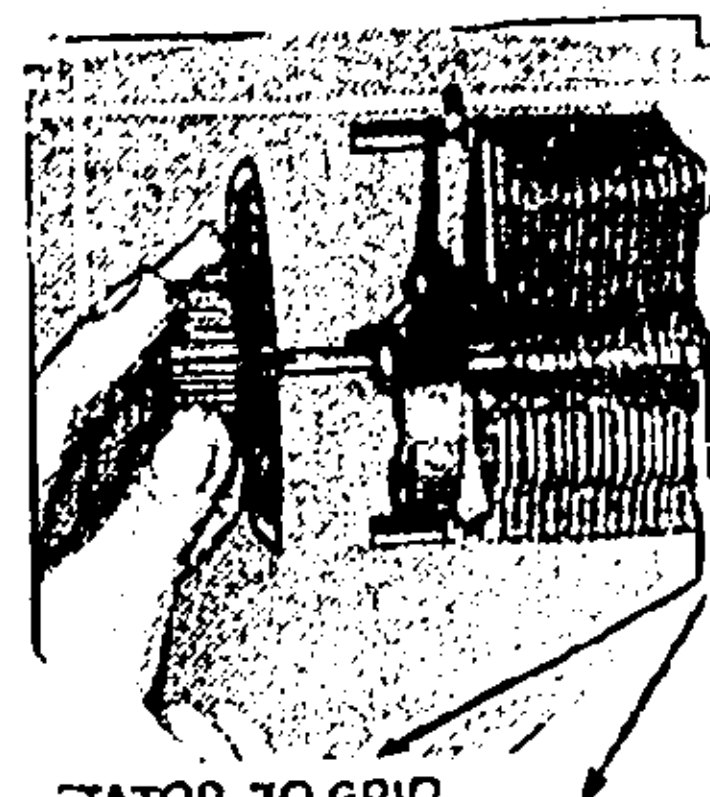
Square angles, short leads, a minimum of jointing, all these help toward efficiency in receiving. The square-end bus wire helps.

CAPACITY LOSSES.

But in seeking short leads capacity losses may be incurred. In such event the short lead should be abandoned.

Capacity effects cause most trouble in badly wired receivers. They may be avoided by the knowledge of a fundamental principle. It is:

The human body, as a conductor of electricity, acts practically as a fixed condenser to sensitive wires in a receiver.



STATOR TO GRID ROTOR GROUNDED

To avoid body capacity effects by proximity of the hand, the grid and plate leads should go to the stator of the variable condenser.

The problem is to keep the human body away from the sensitive wires. Therefore, the parts with which the hand comes into contact should not be connected, at least directly, to such wires.

Sensitive wires are those that cause a squeal in the receiver, or a change in tuning, when a hand touches them. Grid and plate connections are sensitive. Filament connections are not.

The solution is to keep the grid and plate connections as far from the body as possible and put the filament leads toward the panel, to make room for the sensitive connections. Any part that has a grid connection and must be handled for tuning should be so that there is no direct contact between the hand and the sensitive wires.

A variometer, for example, with wires running to grid or plate, should have a broken shaft attached to the dial and would, in such case, be entirely apart from the shaft at the other end, to which the grid or plate wires are connected.

nected. This avoids hand capacity losses.

In the case of a variable condenser, the rotor plates should never be attached to grid or plate, because they are directly connected to the dial and the hand. The stator plates, which connect to the grid or plate, should be as far away from the panel as possible.

The condenser that has a good hard rubber base, with the first plate toward panel part of the rotor, makes a good low-loss instrument. If the plates are evenly cut and evenly spaced, they furnish another advantage for their use.

Rather better than a vernier of the single plate variety is the friction type of vernier, by which all the plates are moved the tiniest distance. For this type permits of logging the stations more accurately.

WIRELESS IN EGYPT.

A COUNTRY OF ATMOSPHERICS.

Egypt is known generally as a place of terrible atmospherics, and is one of the few countries of the world in which wireless is known only to a few people, writes L. P. Selavonovs' to *Popular Wireless*.

Except a few English army stations, there are only two spark stations in all Egypt, for communication with ships, one 5 kw. at the port of Alexandria, and another 1 1/2 kw. at Port Said. There is also the well-known high-power station near Cairo, SUC, which is handling Government and commercial traffic to Oxford station. This station is similar to that of Oxford, and future amateurs of Egypt will have to suffer much from its harmonics.

Although the Government allows receiving apparatus, there are no amateurs except a few Europeans, who are in possession of receiving sets for the purpose of hearing the English broadcasting stations.

These are often picked up even with one valve reaction sets. The writer has many times received the English broadcasting stations with one valve, and the same results have been reported by an engineer of the Eastern Telegraph Company.

With a 4-valve set London and Cardiff were received with loud-speaker results.

Lately signals are spoiled by atmospherics that begin to be stronger and stronger every day. But there are many hopes for the real amateurs of Egypt to get better results after the erection of the new 25 kw. British broadcasting station.

Real interest can only be developed by the erection of local broadcasting stations, which necessitates a great deal of hard work.

This fact has already been realised, and more than one group of enterprising speculators has approached the Government with a view to obtaining a concession. So far these efforts have been without definite results, not so much because the Government is opposed to the setting up of a broadcasting centre or centres as because very few officials have as yet had any experience of the subject and of the problems—practical, legal, and otherwise—involved in the establishing of the broadcasting industry.

It is said that the Government will take up seriously the broadcasting problem after the return from the Paris conference of the two officials who have gone there to benefit by learning of the problem encountered by other Governments.

Also the Government is waiting the return of two Egyptian students who are studying wireless in America, and who will help the Ministry of Communications to lay down the necessary regulations.

REDUCE SIZE OF AERIAL.

For better reception during warm weather, it is advisable to shorten the antenna by about one-half, and to lower it in height. A 50 or 60-foot antenna is enough for two reasons.

One is that it reduces static interference, which is so strong in summer, to a minimum.

The other is that it is long enough for local broadcasting reception, which is the only kind worth while during unfavourable weather.

If reduced in height, to about 15 feet from the ground, the antenna will gather very little of the static that is in the air.

LES ELEGANCES de PARIS

8, Queen's Road Central. Tel. C. 388.

Just arrived from the most
FAMOUS PARIS SALONS

A large consignment of

TRIMMED HATS

at moderate prices.

Inspection cordially invited.

IF YOU CANNOT FEED
BABY YOURSELF—

Give him Glaxo. He will start to grow up strong and well, because Glaxo contains just the same bone-making, brainbuilding, muscle-producing materials as healthy breast milk!

To make Glaxo. Just add the required quantity of hot water (that has been boiled) and you have ready for Baby a perfect food.

Remember too, Glaxo has no disease germs in it. Your Baby cannot be troubled with the dangers that come with ordinary cow's milk.

BUILDS BONNIE BABIES.

Glaxo



TUCHER BEER

The famous Summer Beer.

FRESH STOCKS HAVE ARRIVED.

THE WING ON CO., LTD.

THE HUMAN ZOO

By G. D. Hatchler.



Bride—"Oh, I just knew you'd be delighted. I thought if one expensive pipe would please you, twelve less expensive pipes would please you just twelve times as much. Just think, you can have one for each month."

A PAGE FOR THE KIDDIES.

SALESMAN SAM



Sarcastic Guzz



BY SWAN

UNDERWOOD TYPEWRITERS
PRICE - H. K. \$112.50 NET.

Weight
In Case
5 3/4 lbs.



Minimum
Weight,
Maximum
Service.

PORTABLE MODEL

Sole Agents
DODWELL & CO., LTD
Queen's Bldg. Phone. C. 1030.

MOM'N POP



A Weighty Subject



By Taylor

FUNNY STORIES.

WHAT'S JAM?

A teacher had been telling the class of small children the difference between liquids and solids. All went well until at the end of the lesson a small boy asked, "Please, miss what's jam?"

A TALL TALE.

A sportsman with a wonderful power of imagination was telling how at one shot he had bagged two partridges and a rabbit. His explanation was that, though he had hit only one partridge, the bird in falling had clutched at another partridge and brought that to earth in its claws.

"But how about the rabbit?" he was asked.
"Oh," was the calm reply, "my gun kicked and knocked me over, and I fell on the rabbit as it passed."

THE WISE WAITER.

"Waiter, my bill should be thirteen shillings, you've made it fourteen shillings."
"Yes, Sir; thought you might be superstitious, Sir."

TOO WET.

Father: "Where is that young man of yours to-night? Isn't he coming?"
Daughter: "No, he telephoned that it was raining so hard he would not be over."
"Not much of a rain beau is he?"

SHE COULDN'T.

"Put out your tongue, Ivy, and let me see it," said her father, who was afraid that the child was unwell. "Put it right out dear," urged the parent.
"I can't papa," protested Ivy, "it's fastened on me."

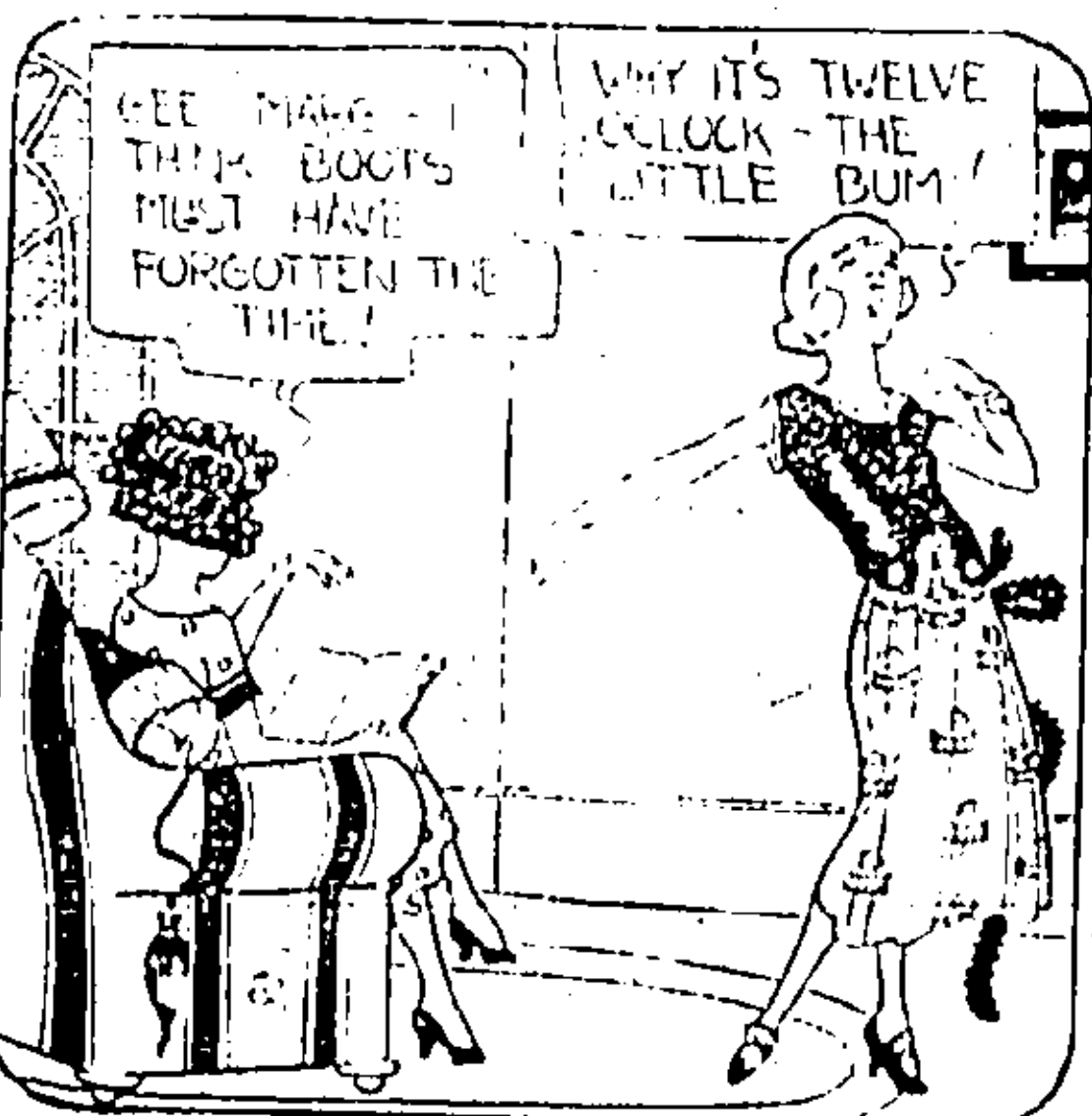
TOO CLEVER.

Binks: "You're putting your boy early to work."
Jinks: "Yes, he's a clever lad, for he's learnt everything the teacher knows."
"Ho has?"
"Ho has that. The teacher said: 'I can't hammer anything more into that head of his.'"

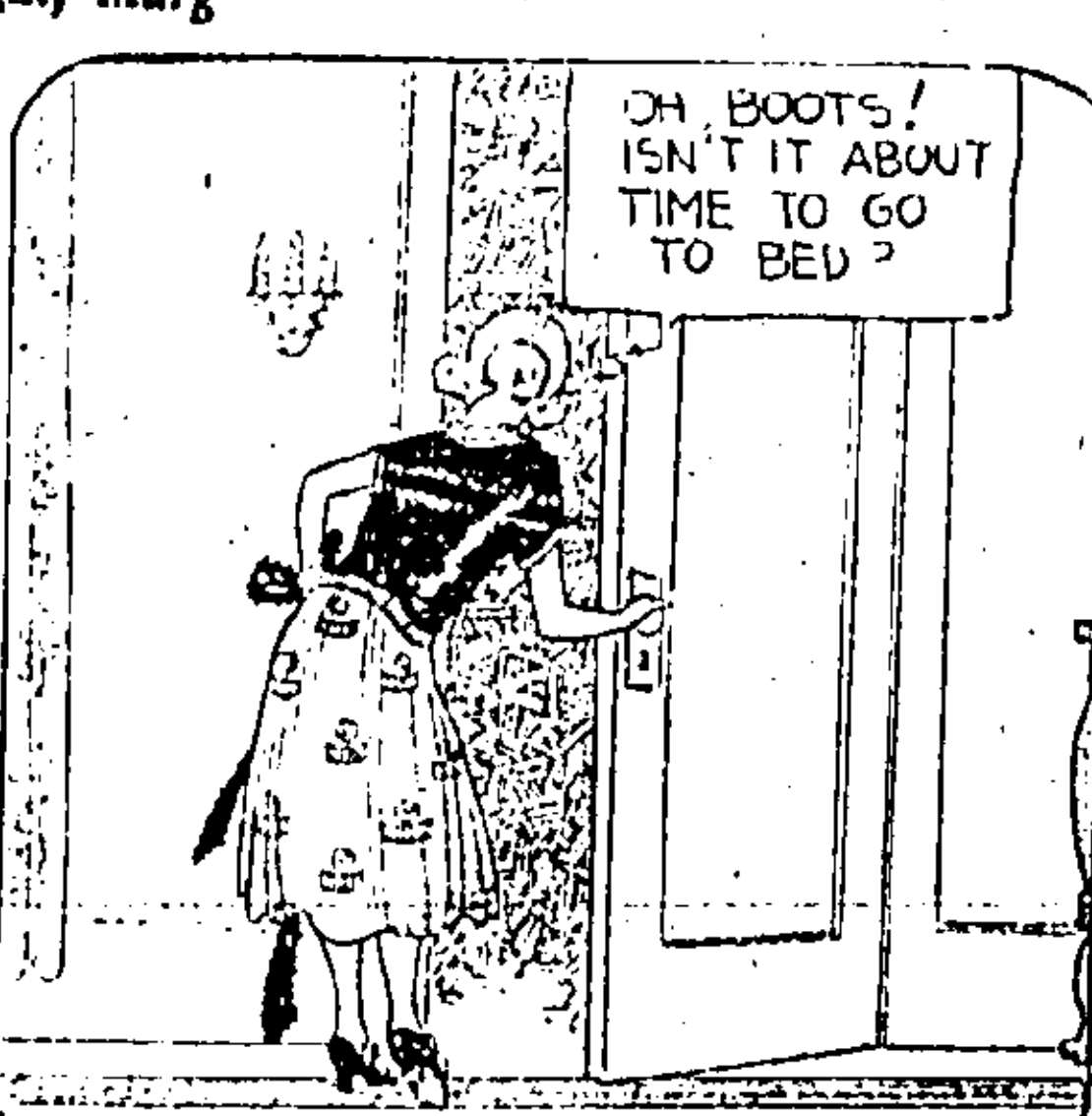
NEVER AGAIN.

She: "Ah, I shall never hear his footsteps again-the step I have listened for with eager ears as he came through the garden gate, the step that has so often thrilled my heart as I heard it on the front path! Never, never again!"
Sympathetic Friend: "Has he left you?"
"No; he has taken to wearing rubber heels."

BOOTS AND HER BUDDIES

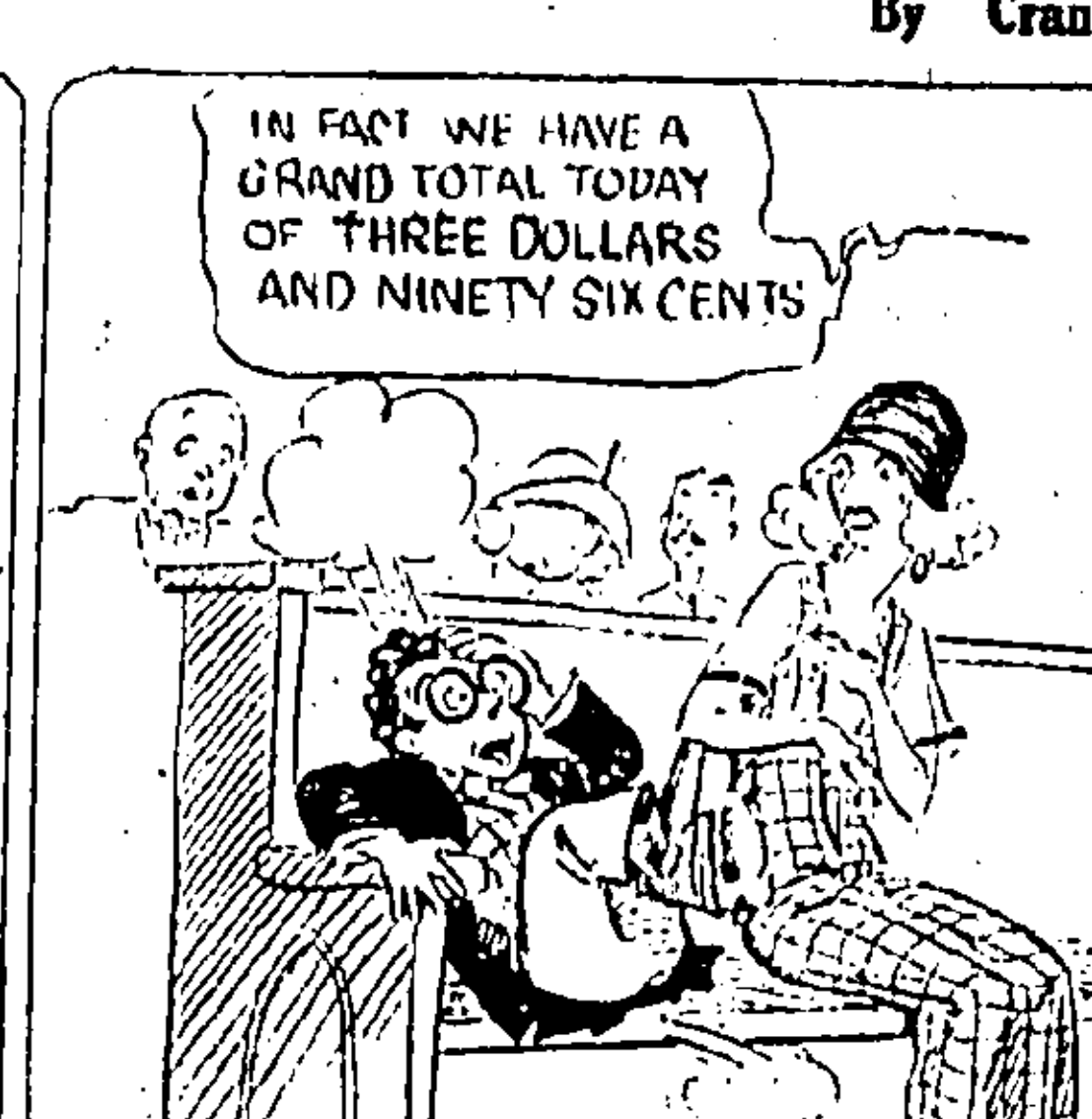


Good Night, Marg



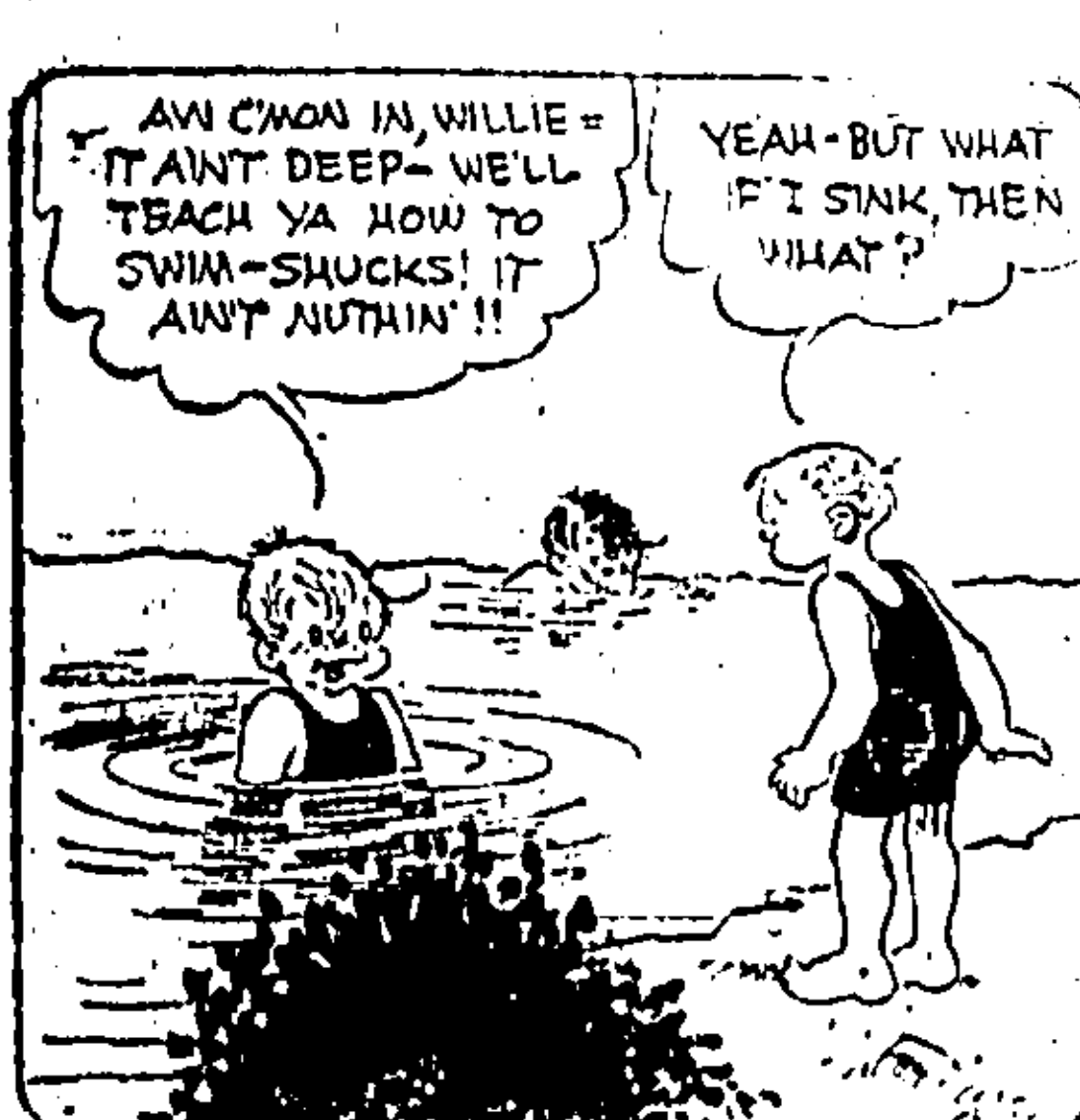
By Martin

WASHINGTON TUBBS II



By Crane

FRECKLES AND HIS FRIENDS



Willie Knows Best



BY BLOSSER

MOTHERS!

GIVE

YOUR BABY

LACTOGEN

THE

"NATURAL-MILK FOOD."

CHINA COAST OFFICERS.

THE LATEST CHANGES.

Captain A. F. Edwards, of the Tatum, is on leave. Captain A. McDowell, of the Newchwang, has gone master. Captain H. Gifford, of the Kweilow, has gone master. Newchwang.

Mr. E. G. Benson has been appointed second officer, Huichow. Mr. L. V. Rowe, second officer, Huichow, is on reserve.

Mr. A. S. Reid, second officer, Chungking, has gone second officer, Kaying.

Mr. W. A. Orwin, second officer, Kaying, has gone second officer, Chungking.

Mr. J. T. Layton, from leave, has gone chief officer, Kwoyang.

Mr. E. A. Tansie, chief officer, Kwoyang, is on leave.

Mr. A. H. Mills, second officer, Newchwang, has gone second officer, Kwoyang.

Mr. E. G. Thomas, second officer, Kwoyang, has gone second officer, Newchwang.

Mr. J. S. Mason, from leave, has gone chief officer, Chakung.

Mr. J. C. Arnot, chief officer, Chakung, is on reserve.

Mr. E. V. Bishop, from reserve, has gone chief officer, Tingsan.

Mr. J. R. Middleton, acting chief officer, Tingsan, has gone second officer, Luoho.

Mr. K. Stuart, second officer, Luoho, has resigned.

Mr. J. B. Stewart, second officer, Tingsan, has gone second officer, Tingsan.

Mr. A. Watson, from reserve, has gone second officer, Tingsan.

Mr. A. McN. Marshall, second officer, Luoho, has gone second officer, Luoho.

Mr. H. W. Fraser, second officer, Luoho, is on leave.

Mr. W. McA. Miller, sup'y third officer, Kungwo, has gone sup'y third officer, Luoho.

Captain C. F. Le Patourel, of the Irene, is on leave.

Captain F. N. Stokes, from leave, has gone master, Irene.

Mr. A. R. Smith, second officer, Sheaf Dart, has gone second officer, Kaping.

Mr. H. H. Bolderson has been appointed second officer, Sheaf Dart.

Captain J. J. Lossius, from reserve, has gone master, Chungong.

Mr. T. F. Owens, acting master, Chungong, has gone chief officer, Salou.

Captain W. C. Evans, of the Hanchong, has gone master, Salou.

Captain A. Campbell, from reserve, has gone master, Fookon.

Mr. A. McIntosh, from reserve, has gone chief officer, Fookon.

Mr. W. Pithie, from reserve, has gone chief officer, Fooking.

Mr. W. G. Carpendale, chief officer, Fooking, has gone acting master, same ship.

Captain W. J. Collom, of the Fooking, has gone master, Onloo.

Mr. A. Jenkins, chief officer, Hanchong, has gone acting master, same ship.

Mr. M. L. Jenkins, from reserve, has gone second officer, Haitan.

Mr. J. W. Vick, second officer, Winghong, is on reserve.—Shiping and Engineering.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 11, Old Broad Street, London E.C. 4.

Authorized Capital: £1,000,000
Subscribed Capital: £1,000,000
Paid-up Capital: £1,000,000
Reserve Fund: £1,000,000

BRANCHES:

Batavia, Bombay, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts at two per cent per annum on Daily Balances and Fixed Deposits at rates that may be ascertained on application.

Queens Road, Central, Hongkong, 15th October, 1924.

MALINI.

FINE SHOW IN KOWLOON.

One can usually get a fair idea of the quality of a show by the comments of the audience in the theatre lobby as they leave. Basing our account on these comments, as well as having witnessed the performance of Malini, the great magician, at the Star Theatre, Kowloon, last night, we should say that it was one of the greatest shows he had ever given.

"Wonderful!"

"The cleverest fellow I've ever seen!"

"Great! Did you see him when he picked that card out of my pocket?" I certainly had nothing in there before the show—you know, my dear, that suit just came from the dry cleaner's."

Such were comments that met the ear of the reporter.

Again, little Malini, "The Gentleman Magician," as he styled himself, won his way to the hearts of a theatre-full of people with his amazing dexterity. Trick after trick came and was applauded in rapid succession. Each time the eyes of a wondering audience were opened wider. The closer to the audience the little fellow came, the harder it was for them to get any idea as to how the trick was performed.

The music for the evening was furnished by a local orchestra and provided many pleasing numbers.

LON CHANEY

and VIRGINIA VALLI

IN "THE SHOCK"

SHOWING TO-NIGHT

World Theatre

\$100 DOLLARS GIVEN AWAY.

"Telegraph" Football Competition.

We will give a prize of \$100 to the reader who sends in the correct goal score of three Hongkong Football League matches to be played on Saturday next, October 11th, as detailed in the coupon to be found below.

RULES OF COMPETITION.

1. All forecasts must be written on coupon cut from "The Hongkong Telegraph." The name and address of the sender must be plainly printed in black letters in ink.

2. A separate coupon must be used for each forecast.

3. The prize of \$100 will be awarded to the competitor who gives the correct goal score of the three matches. In the event of more than one competitor giving the correct goal score, the prize will be divided equally between them.

4. No competitor shall be entitled to more than one share of the prize.

5. The prize will be awarded to the competitor or competitors who succeed in any two giving the correct goal scores in any two matches.

6. No prize will be given if only one match is correctly forecasted.

7. The \$100 will be added to the following week's prize, the prize doubling the amount to be competed for.

8. All forecasts must be received at the "Telegraph" office not later than the check point on Saturday, October 11th. Coupons received after that time will be disqualified.

9. No responsibility will be accepted by the Editor for the loss of or non-delivery of any coupon. The Editor's decision must be final.

10. No correspondence or interview will be entered into concerning this competition.

11. Any match given below which, through any cause whatever, is not played in a fair way will not be counted.

12. No member of the "Telegraph" staff will be permitted to take part in the competition.

Mark envelope "FOOTBALL"

CUT HERE

Goals. Goals.

FIRST DIVISION.

KOWLOON v. R. A.

SURREY'S v. TAMAR

SECOND DIVISION.

CHINA "B" v. UNIVERSITY

Name

Address

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 11, Old Broad Street, London E.C. 4.

Authorized Capital: £1,000,000
Subscribed Capital: £1,000,000
Paid-up Capital: £1,000,000
Reserve Fund: £1,000,000

BRANCHES:

Batavia, Bombay, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts at two per cent per annum on Daily Balances and Fixed Deposits at rates that may be ascertained on application.

Queens Road, Central, Hongkong, 15th October, 1924.

BANKS.

THE P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1882.)

With which is affiliated THE ALLAHABAD BANK LTD. INDIA.

Authorized Capital: £1,000,000
Subscribed Capital: £1,000,000
Paid-up Capital: £1,000,000
Reserve Fund: £1,000,000

HEAD OFFICE: 100, Leadenhall Street, London E.C. 3.

WEST LONDON BRANCH: 10-12, Cockspur Street, London W. 1.

EASTERN BRANCHES: Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal cities of the world.

C. CHAMPKIN, Manager.

30 Des Voeux Road Central, Hongkong.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE: 100, Leadenhall Street, London E.C. 3.

ESTABLISHED 1881.

Authorized Capital: £1,000,000
Subscribed Capital: £1,000,000
Paid-up Capital: £1,000,000
Reserve Fund: £1,000,000

London Branches: The Midland Bank Ltd. Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Accounts at two per cent per annum on Daily Balances and Fixed Deposits at rates that may be ascertained on application.

For 1 month at the rate of 1% per annum
For 3 months at the rate of 1 1/2% per annum
For 6 months at the rate of 2% per annum
For 12 months at the rate of 2 1/2% per annum

KAN TONG PO, Chief Manager.

Hongkong, February 15th, 1924.

NEDERLANDSCH INDISCHE HANDELSBANK.

MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY) BANK.

Established 1884.

Hongkong Branch established 1901.

Authorized Capital: £1,000,000
Subscribed Capital: £1,000,000
Paid-up Capital: £1,000,000
Reserve Fund: £1,000,000

HEAD OFFICE: AMSTERDAM.

Branches: Batavia, Bencoolen, Hongkong, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Correspondents all over the world.

J. J. STAAFGAARD, Acting Agent.

ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE: 41 Des Voeux Road, Central, Hongkong.

BRANCHES: HONGKONG, SHANGHAI, CANTON, KOWLOON, TIENTSIN, PEKING, HANKOW, SOERABAYA, BATAVIA, SINGAPORE, MALACCA, PENANG, KUALA LUMPUR, JOHORE, SINGAPORE, MALACCA, PENANG, KUALA LUMPUR, JOHORE.

Authorized Capital: £1,000,000
Subscribed Capital: £1,000,000
Paid-up Capital: £1,000,000
Reserve Fund: £1,000,000

Interest allowed on Current Accounts at two per cent per annum on Daily Balances and Fixed Deposits at rates that may be ascertained on application.

Safe Deposit Boxes for Rent.

Our Vaults safeguarded by time clocks and double combination armour plate steel doors.

J. Y. LUM, Manager.

THE BANK OF CANTON LTD.

Head Office: Hongkong.

Authorized Capital: £1,000,000
Subscribed Capital: £1,000,000
Paid-up Capital: £1,000,000
Reserve Fund: £1,000,000

Foreign Exchange and General Banking business transacted.

Interest allowed on Current Accounts at two per cent per annum on Daily Balances and Fixed Deposits at rates that may be ascertained on application.

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CURRENT ACCOUNTS

2% per annum on daily credit balances of over £100.00.

SAVINGS

4% per annum

DEPOSITS

for 12 months 5% per annum

" 6 " 4 " "

" 3 " 3 " "

On Demand 2% per annum

BRANCHES: Canton, Shanghai, Hankow, Bangkok and New York.

LONDON BANKERS: The Lloyds Bank Ltd.

LOOK POONG SHAN, Chief Manager.

SUICIDE—AFTER APOLOGY.

Before committing suicide by inhaling coal gas, William John Curran, aged 24, a painter, of Shepherd's Bush, wrote asking his wife to tell the gas company he was sorry to have disturbed their fittings. At the inquest at Hammersmith it was said that the man had been found dead in bed. A gas pipe had been broken away from the wall and drawn under the bed clothes.

BANKS.

NEDERLANDSCH INDISCHE HANDELSBANK

(Netherlands India Commercial Bank)
Established 1883.
Paid-up Capital and Reserve Fund: £1,000,000—£1,000,000.
HEAD OFFICE: AMSTERDAM.
BRANCHES: Amoy, Ampenan, Bandoeng, Bombay, Calcutta, Cebu, Hongkong, Kobe, Makassar, Medan, Menado, Palembang, Pekalongan, Probolinggo, Semarang, Shanghai, Singapore, Soerabaya, Swatow, Tegal, The Hague, Tientsin, Weltevreden.

LONDON REPRESENTATIVE: F. S. Wright, 27, Old Broad Street, London, E.C. 2.

CORRESPONDENTS:

LONDON: Midland Bank, Ltd., Overseas Branch Westminster Bank, Ltd., Foreign Branch, N. M. Rothschild & Sons and Swiss Bank Corporation.

NEW YORK: Chase National Bank, Farmers Loan & Trust Co., Irving Bank—Columbia Trust Co., Goldman, Sachs & Co., New York Trust Co.

And in all the principal towns of the world.

EVERY DESCRIPTION OF BANKING AND EXCHANGE BUSINESS TRANSACTED, CURRENT ACCOUNTS, DEPOSITS, etc.

J. M. E. NIKKELS, Manager.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Authorized Capital: £50,000,000
Issued and fully paid up: £20,000,000
Reserve Funds: £4,500,000
Sterling: £4,500,000
Silver: £25,500,000
Proprietors: £20,000,000

COUNT OF DIRECTORS:

W. L. Patterson, Esq., Chairman
H. F. White, Esq., Deputy Chairman
A. D. Campbell, Esq., J. A. Hunter, Esq., J. P. Warren, Esq., Hon. Mr. F. H. Pollock, M. L. Watson, Esq., A. G. Le Q. Esq., G. M. Young, Esq.

A. H. Barlow, Esq., Chief Manager
Manager: Shanghai, G. H. Ellis, Esq.

LONDON BANKERS: WESTMINSTER BANK, LIMITED.

Current Accounts opened in L.S. at Current and Fixed Deposits received for 12 years or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 3rd Sept., 1924.

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits allowed on the minimum monthly balance at 5% per annum.

For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW, Chief Manager.

Hongkong, 3rd Sept., 1924.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter 1854.

Paid-up Capital: £1,000,000
Reserve Fund: £1,000,000
Proprietors: £1,000,000

Foreign Exchange and General Banking business transacted.

Interest allowed on Current Accounts at two per cent per annum on Daily Balances and Fixed Deposits at rates that may be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, 15th Feb., 1924.

司公限有行銀豐利

SOCIETE FRANCAISE DE GERANCE

DE LA BANQUE INDUSTRIELLE DE CHINE.

ETABLISSEMENT FRANCO CHINOIS.

(Incorporated in France)

5, Chater Rd., Victoria, Hongkong

HEAD OFFICE:

74, Rue St. Lazare, Paris.

Capital: £10,000,000.00

Working fund provided by THE BANQUE INDUSTRIELLE DE CHINE.

FR. 50,000,000

BANKERS.

FRANCE: Societe Generale Banque et Nationale de Credit, Banque de Paris et des Pays Bas.

LONDON: Midland Bank Ltd, NEW YORK: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted, Correspondents throughout the world.

M. M. FITZ-HENRY, Manager.

THE YOKOHAMA SPECIE BANK LTD

ESTABLISHED 1880

Capital (fully paid up): £1,000,000.00

HEAD OFFICE: YOKOHAMA

Branches and Agencies at: Batavia, Bencoolen, Hongkong, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Authorized Capital: £1,000,000
Subscribed Capital: £1,000,000
Paid-up Capital: £1,000,000
Reserve Fund: £1,000,000

Interest allowed on Current Accounts at two per cent per annum on Daily Balances and Fixed Deposits at rates that may be ascertained on application.

Safe Deposit Boxes for Rent.

Our Vaults safeguarded by time clocks and double combination armour plate steel doors.

J. Y. LUM, Manager.

THE HO HONG BANK, LTD

(Incorporated in the Straits Settlements)

Capital: £20,000,000

Authorized: £20,000,000

Issued: £8,000,000

Paid up: £4,000,000

Reserve Liabilities of share holders: £4,000,000

Reserve Funds: £600,000

Head Office: Singapore

Branches: Agencies and correspondents in the principal cities of the world.

HONGKONG BRANCH:

13, Queen's Rd. C.

Every description of Banking and Exchange business transacted.

Local Board: Mr. Ko Leong Hoe (Chairman), Mr. Sum Pak Ming, Mr. Ng Chang Luk, Manager: Mr. Han Liang Huang.

Telephone Nos. C4586 and 4587.

HONGKONG STORM SIGNAL CODE (Local)

Revised on 1st June, 1920.

DAY SIGNALS.

MEANING: (A typhoon which may possibly cause a gale of force 8 or more.)

1. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

2. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

3. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

4. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

5. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

6. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

7. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

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9. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

10. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

11. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

12. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

13. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

14. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

15. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

16. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

17. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

18. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

19. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

20. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

21. (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V)



ROUND THE WORLD

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO
SUEZ, PORT SAID, ALEXANDRIA, NAPLES
GENOA, MARSEILLES,
BOSTON AND NEW YORK

Thence
HAVANA, PANAMA, LOS ANGELES,
SAN FRANCISCO—
to KOBE, SHANGHAI & HONGKONG
via HONOLULU.

"PRESIDENT HAYES" Oct. 14th
"PRESIDENT ADAMS" Nov. 11th
"PRESIDENT GARFIELD" Nov. 25th
"PRESIDENT POLK" Dec. 9th
"PRESIDENT MONROE" Dec. 23rd

Through Bills of Lading to all United States and
Canadian Overland points & Havana

For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

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Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."



ADMIRAL ORIENTAL LINE.
FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT JEFFERSON" Oct. 18th
"PRESIDENT GRANT" Oct. 30th
"PRESIDENT MADISON" Nov. 11th
"PRESIDENT MCKINLEY" Nov. 23rd

TO EUROPE

£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged

TO MANILA

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"PRESIDENT GRANT" Oct. 21st
"PRESIDENT MADISON" Nov. 2nd

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to
MANAGING AGENTS-UNITED STATES SHIPPING BOARD.

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building, Ground Floor.
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CABLE ADDRESS: "DOLLAR."

COMPANIA TRASATLANTICA DE BARCELONA
(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.

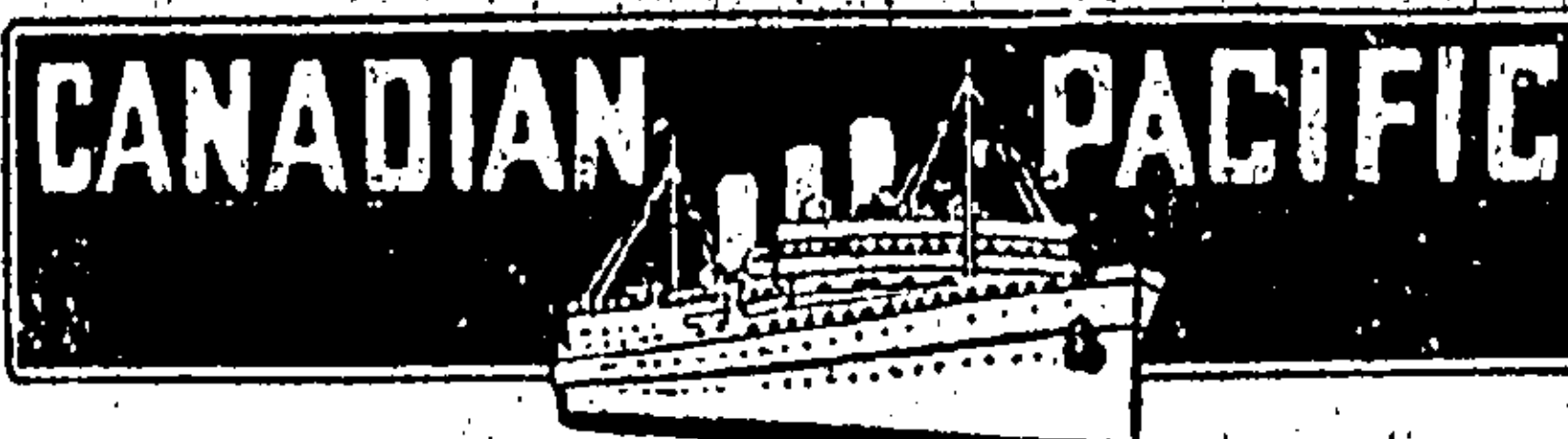
C. LOPEZ Y LOPEZ 30th Oct. | ISLA DE PANAY 21st Dec.
SHANGHAI, NAGASAKI KOBE & YOKOHAMA.
C. LOPEZ Y LOPEZ 12th Oct. | ISLA DE PANAY 3rd Dec.
The steamers of this Company are classed 100 All at Lloyd's
and are fitted with every modern convenience for comfort and safety
of passengers Stowage and Doctor carried.

For particulars of freight or passage apply—

BOTELHO BROS.

(Tel. 1351) Alexandra Building, Hongkong.
O. D. BARRETT, 2nd Central Ave. B.O., Canton.

PACIFIC SHIPPING.



HOME VIA CANADA

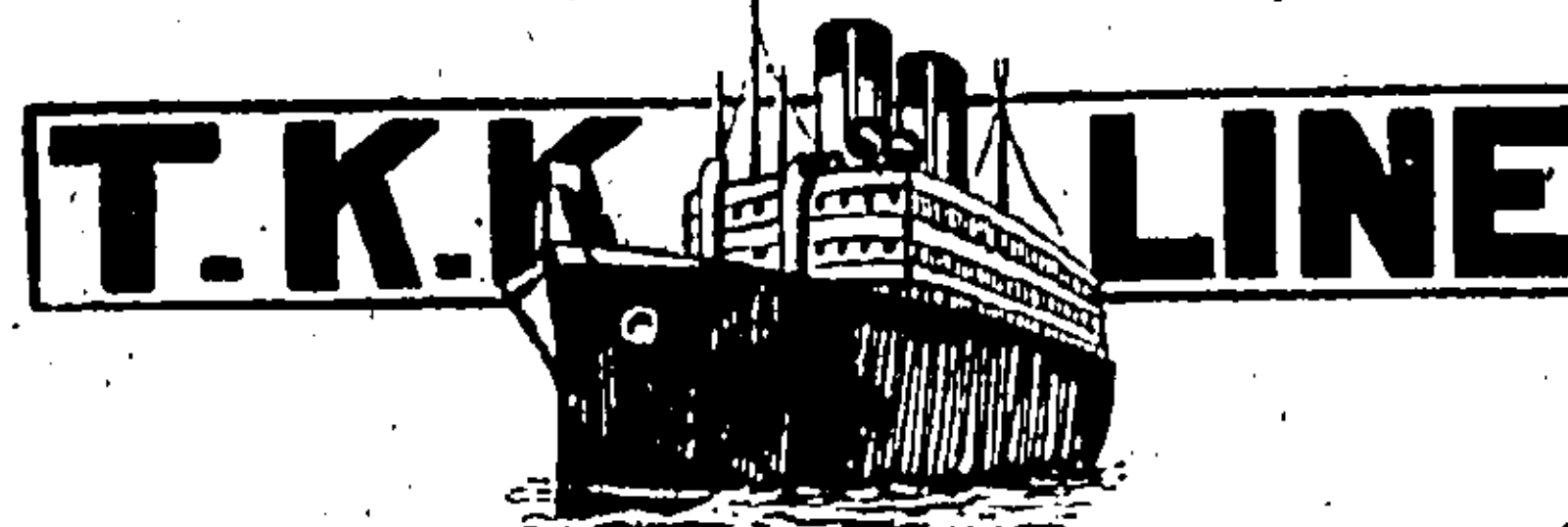
HONGKONG TO ENGLAND
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.
From Hongkong: Due Vancouver: Due England: Due
EMPRESS AUSTRALIA Oct. 10 Oct. 20 Nov. 12 Nov. 22
EMPRESS ASIA Oct. 23 Oct. 30 Nov. 19 Nov. 29

PACIFIC SAILING SCHEDULE FOR NEXT SPRING ON APPLICATION
Other Atlantic Sailings every few days to Liverpool
Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg
Allotment of Cabin on Atlantic steamers held here and through tickets sold
Early reservation necessary
Two Trans-continental Trains Daily
Standard Sleeping Cars, Compartments and Dining Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,
Winnipeg, Montreal and Quebec

The EMPRESS OF AUSTRALIA WILL SAIL FROM HONGKONG
AT DAYLIGHT FRIDAY OCTOBER 10th.
HONGKONG—MANILA SERVICE.

From	Due	From	Due
Hongkong	Manila	Manila	Hongkong
Oct. 15	Oct. 17	Oct. 16	Oct. 20
Oct. 29	Oct. 31	Nov. 1	Nov. 5
Nov. 12	Nov. 14	Nov. 15	Nov. 17

Passenger Department: Central Tel. 752. Cabin: GACANPAO.
Freight and Express: Central Tel. 42. Cabin: NAUTILUS.



HONGKONG—SAN FRANCISCO LINE

Via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

Connecting at San Francisco with Southern Pacific,
Santa Fe & Western Pacific Railroads.

Sailings from Hongkong

TENYO MARU	22,000	Oct. 15th
KOREA MARU	20,000	Oct. 30th
SHINYO MARU	22,000	Nov. 14th
SIBERIA MARU	22,000	Nov. 30th
TAIYO MARU	22,000	Dec. 11th

*Omit Nagasaki
KOREA MARU and SIBERIA MARU proceed to Los Angeles
from San Francisco with cargo only.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

The only direct service between Orient and South
America via Japan, Hawaii, San Francisco,
Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

ANYO MARU	Oct. 19th
BOKUYO MARU	Dec. 8th

Y. TSUTSUMI, Manager.

Agents at Canton: King's Building.

Messrs T. E. GRIFFITH Ltd. Tel. No. C. 2374 & 2375.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

Ocean S.S. Co., Ltd., & China Mutual S.N. Co., (Ld.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., (Ld.))

Sailings from Hongkong:
S.S. EURYLOCHUS via Suez Canal 11th Oct.
S.S. CLYDE OF RANGHON via Suez Canal 21st Oct.
S.S. KO-MO via Suez Canal 31st Oct.
S.S. CALCHAS via Suez Canal 10th Nov.

Boston & New York only.
Steamers proceed via Suez Canal or Panama Canal at
Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON HOLYOAK, MASSEY & Co. Ltd., CANTON

STRUTHERS & BARRY.

Operating U.S. Government Ships.
REGULAR FAST FREIGHT SERVICE
For San Francisco & Los Angeles from Hongkong
by Direct Route.

23 days to San Francisco	25 days to Los Angeles
U.S.S.B. "West Chopaka"	Due Hongkong 12th Oct.
	Leaves Hongkong 14th Oct.
U.S.S.B. "West Carmuna"	Due Hongkong 28th Oct.
	Leaves Hongkong 30th Oct.

Cargo Accepted for Trans-shipment at S. Francisco to West Coast ports for A-
Janile Seabo rd Port through ill. Lodging issued 11 B. 11 dia Over-
land Points

To Manila, Cebu and Zamboanga.

U.S.S.B. "West Jester"	Due Hongkong 30th Oct.
	Leaves Hongkong 1st Oct.
To Manila, Bangkok, Singapore, Zamboanga & Cebu.	
U.S.S.B. "West Cajoot"	Due Hongkong 1st Oct.
	Leaves Hongkong 20th Oct.

Through bills of lading issued to all ports not served
For Full Information apply

STRUTHERS & BARRY.

L. EVERETT, at Floor Que-ue Building,
General Agent for Phone Central N. 1005.
Japan-China-Philippines. (ADFOED) Re-ent.
Indo-China-Straits & Java.

PACIFIC SHIPPING.



REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

(Direct.)

AUTOLYCUS 8th Oct. Marseilles, London, Rotterdam & Hamburg
HELENUS 13th Oct. London, Rotterdam & Hamburg
PATROCLUS 21st Oct. Marseilles, London, Rotterdam & Hamburg
DARDANUS 25th Oct. London, Rotterdam & Hamburg
*Calls at Oran.

LIVERPOOL SERVICE

(Direct or via Continental Ports)

TYDEUS 20th Oct. Genoa, Havre, Liverpool & Glasgow
KEEMUN 1st Nov. Genoa, Havre, Liverpool & Glasgow
NINGCHOW 17th Nov. Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

PHILOCTETES 13th Oct. Victoria, Seattle & Vancouver
TALTHYBIUS 8th Nov. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

EURYLOCHUS 11th Oct. Boston, New York, Baltimore via Suez
CALCHAS 10th Nov. Boston, New York, Baltimore via Suez
AJAX 21st Nov. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

MENTOR	16th Oct.	for Shanghai
PATROCLUS	21st Oct.	for Singapore, Marseilles & London
MENTOR	17th Nov.	for Singapore, Marseilles & London
HECTOR	16th Dec.	for Singapore, Marseilles & London
TEIRESIAS	29th Dec.	for Singapore, Marseilles & London
SARPEDON	27th Jan.	for Singapore, Marseilles & London

Also cargo steamers with limited passenger accom-
modation at specially reduced fares.

For Freight and Passage Rates and all information Apply to—

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AGENTS.

SERVICE TO NEW YORK.

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For freight, space and particulars apply to

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ADMIRAL ORIENTAL LINE.
AGENTS

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Telephone Central 2477 & 2478

£100 DOORKEY.

Archaeologists who have ex-
amined the massive old doorway
of Healing Church, near Grimby,
state that it one of the finest
specimens of fifteenth century
workmanship in existence. They
have advised the rector, the Rev.
J. C. Catlin, to insure it for £400.
The ancient register of the
church, which dates back to 1260,
and is in a good state of preser-
vation, which was missing for many
years, has recently been discover-
ed and restored to the church.

EAGLE LIFTS 14-YEAR-OLD BOY.
A Reuter cable from Chatham,
Ontario, says: An eagle swoop-
ed down upon Fred Cunningham,
aged 14, on the golf course, and

lifted him five feet up into the
air. The boy's clothing gave
way, and he dropped to the
ground. He was severely scratch-
ed. The bird next became
enmeshed in a wire fence, and
was killed. It measured eight
feet from wing tip to wing tip.
KILLED BY LEAKY GAS PIPES.

Important recommendations
and revelations with regard to
the increase in "accidental"
deaths from gas poisoning are
made in a report to the Board of
Trade on "Carbon Monoxide in
Public Gas Supplies by Mr. W.
J. A. Butterfield, one of the gas
referees. Faulty gas fittings and
pipes are indicated as one of the
chief causes of the increase in
deaths.

CONSIGNEES.

NOTICE TO CONSIGNEES

LLOYD TRIESTINO S. N. CO.

The Steamship.
"PERSIA"
From Trieste, Venice, Brindisi,
Port Said, Massara, Aden,
Colombo, Penang &
Singapore.

CONSIGNEES of Cargo are
heroby informed that all
Goods are being landed at their
risk into the Godowns of the
Hongkong and Kowloon Wharf
& Godown Company, Ltd., at
Kowloon, whence and/or from
the wharves delivery may be
obtained.

Optional Cargo will be for-
warded unless notice to the
contrary be given before 3rd.
Inst.

No claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after the 9th.
prox. will be subject to rent.

All claims against the steamer
must be presented to the under-
signed on or before the 19th.
prox. or they will not be re-
cognized.

All broken, chafed, & damaged
Goods are to be left in the Go-
downs, where they will be ex-
amined on the 9th prox. at 10
a.m. by our surveyors Messrs.
Godard & Douglas.

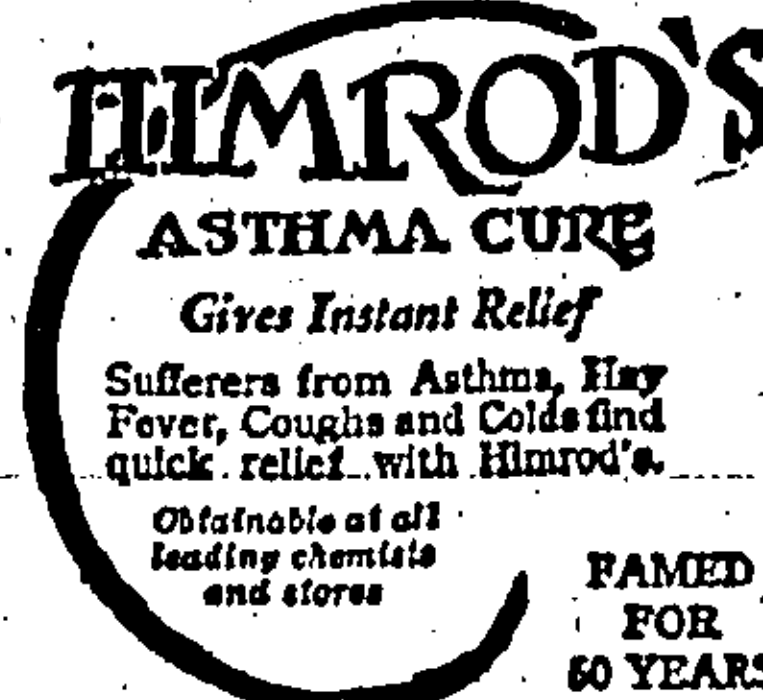
No Fire Insurance has been
effectd.

Bill of Lading will be counter-
signed by
DODWELL & Co., LTD.,
Agents.
Hongkong rd. Oct. 12th.

VISION'S VALUE.

Good vision is a commodity you can-
not purchase. If your eyesight is not
perfect, you should make every effort
to improve it. Glasses may be a
necessity; but this is a quest on
you cannot decide for yourself. The
advice of a Skilled Sight-Testing
Optician is required. Our scientific
Eye-Testing is thorough and we can
detect the cause of the eye trouble
or the slightest defect of vision.

CHINESE OPTICAL CO. ?
SCIENTIFIC OPTICIANS,
67, Queen's Road, Central

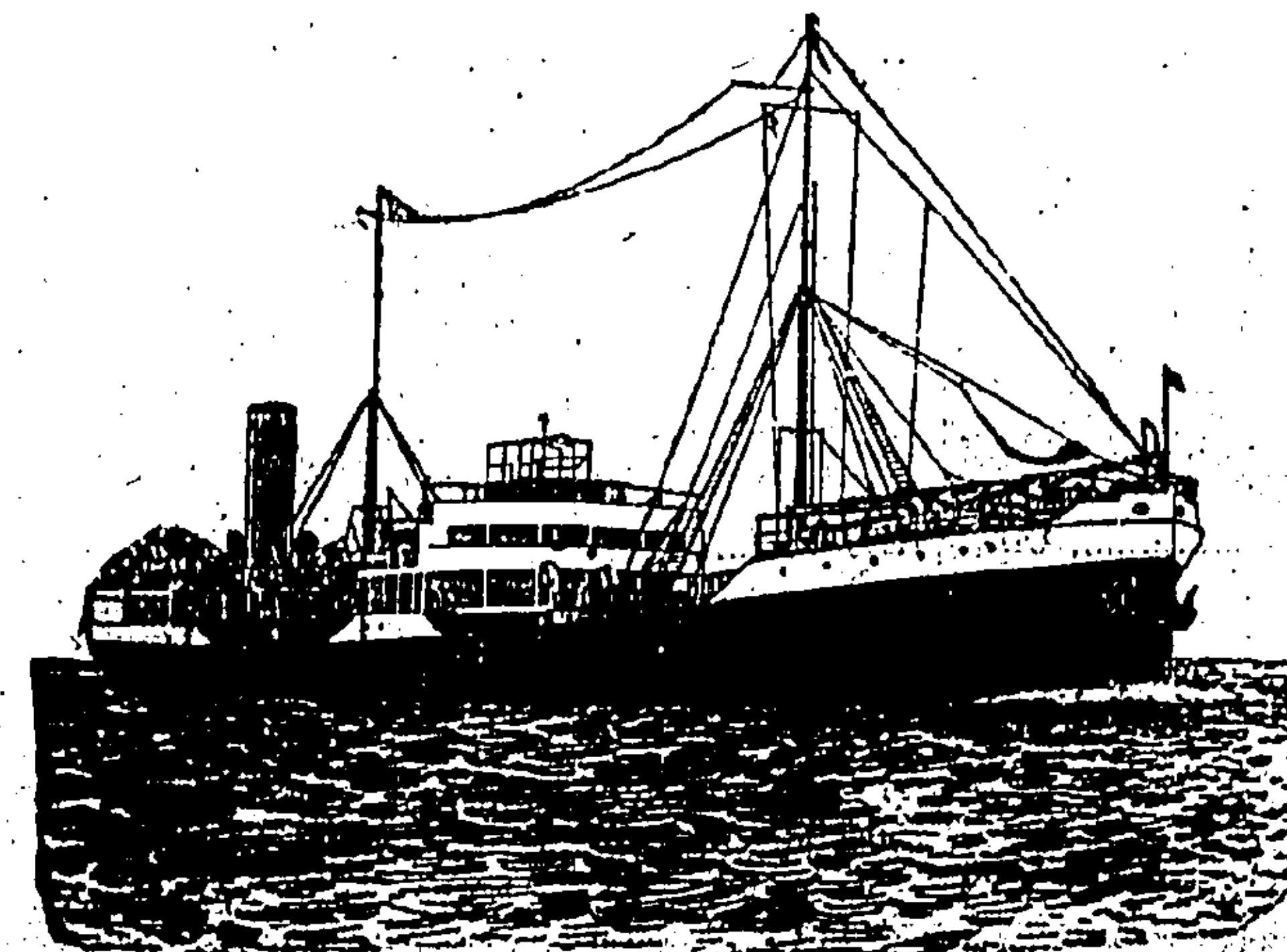


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ASTHMA CURE
Gives Instant Relief
Sufferers from Asthma, Hay
Fever, Coughs and Colds find
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Obtainable at all
leading chemists
and stores
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50 YEARS

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TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.
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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
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OIL TANK STEAMER "PALUDINA."

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 4,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK,
the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar
vessels built in these WORKS to the same order.
Please address enquiries to the Chief Manager.

B. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong

Shipping Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

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REINFORCED & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H. M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
PESHAWUR	2,943	14th Oct.	M's, London & Antwerp
MOREA	10,911	18th Oct. noon	Marseilles & London
SICILIA	6,813	29th Oct.	S'pore, Pang, C'bo & B'bay
KASHGAR	8,840	1st Nov.	M's, London & Antwerp
MALWA	10,941	15th Nov.	Marseilles & London
SARDINIA	6,684	25th Nov.	S'pore, Pang, C'bo & B'bay
KARMAIA	9,098	29th Nov.	M's, London & Antwerp
MANTI A	10,902	13th Dec.	Marseilles & London
SOUDEAN	6,696	21st Dec.	S'pore, Pang, C'bo & B'bay
KIUYA	9,135	27th Dec.	M's, London & Antwerp
MACEDONIA	11,089	10th Jan. 1925	Marseilles & London
SICILIA	6,813	21st Jan.	S'pore, Pang, C'bo & B'bay
KALYAN	9,118	24th Jan.	M's, London & Antwerp
MOREA	10,911	7th Feb.	Marseilles & London
KASHGAR	8,840	21st Feb.	S'pore, Pang, C'bo & B'bay
MALWA	10,941	7th Mar.	M's, London & Antwerp
KARMAIA	9,098	21st Mar.	Marseilles & London
MANTI A	10,902	4th Apr.	S'pore, Pang, C'bo & B'bay
SOUDEAN	6,696	18th Apr.	M's, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

	Tons	From Hongkong (about)	Destination
PAKADA	6,394	2nd Nov.	S'pore, Penang & Calcutta
KALWA	10,000	11th Nov.	S'pore, Penang & Calcutta
TILAWA	8,500	22nd Nov.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong (about)	Destination
ST. ALBANS	4,500	29th Oct.	Manila, S'kan, Thursday, Is.
EASTERN	4,000	26th Nov.	Townsville, B'bane, Sydney
ARAFURA	6,000	31st Dec.	and Melbourne.

For further information apply to: **NIPPON YUSEN KAISHA, Ltd.**
Tel. Central Nos. 292, 293 & 2422. **Y. YAMAMOTO, Manager.**

SAILINGS TO SHANGHAI & JAPAN.

	Tons	From Hongkong (about)	Destination
PAKADA	6,394	9th Oct. D.L.	A's Shai, Moji, Kobe & O-saka
MALWA	10,941	18th Oct.	Shanghai, Moji & Kobe
KALWA	10,000	23rd Oct.	Moji & Kobe
SARDINIA	6,684	1st Nov.	Shanghai & Kobe
KARMAIA	9,098	1st Nov.	Shanghai, Moji & Kobe
EASTERN	4,000	1st Nov.	Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. x 2ft. x 1ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to **MACKINNON, MACKENZIE & Co., Agents.**

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GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

K. STRAITS CHINA & JAPAN Service

UTWARDS.		HOMEWARDS.	
Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENSHANE	In Port.	GLEN OGLE	24th Oct.
GLENGARRY	14th Oct.	GLEN OGDON	13th Nov.
GLEN PP	30th Oct.	GLEN OTTER	10th Nov.
CARHARTHEMSHIRE	13th Oct.	GLEN PP	6th Dec.

Movements are subject to change without notice.
For freight or further particulars please apply to:

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave H'kong for M's, S'kan, Thurs. Is. & A'ian Ports
TAIYUAN	5th Oct.	9th Oct.
CHANGSHA	2nd Nov.	6th Nov.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, cargo booked through to all Australian New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.**JOHN SWIRE & SON, LTD., Agents.**

Telephone Central No. 36.

HOLLAND EAST ASIA LINE

OF THE United Netherlands Navigation Company.



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Sailings for Rotterdam, Amsterdam, Hamburg & Bremen.

S.S. OOSTERK	31st October
S.S. SCHIEDIJK	End of November.

Outward Bound Steamers due to Arrive Hongkong.

S.S. SCHIEDIJK	21st October
S.S. OOSTERK	18th November
S.S. OLDEKERK	16th December

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN, Agents.Tel. Central No. 1574. **Y. YAMAMOTO, Manager.**

S.S. OOSTERK due here on the 21st September.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. \$405, G. \$420, G. \$440

IYO MARU	Wednesday, 15th Oct.
SHIDZUKA MARU	Tuesday, 4th Nov.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	
KATORI MARU	Wednesday, 8th Oct. at 11 a.m.
ATSUTA MARU	Wednesday, 22nd Oct.
HAMBURG via LONDON & ROTTERDAM & Ports.	
MATSUYE MARU	Monday, 10th Nov.
LIVERPOOL via MARSEILLES & VALENCIA.	
TSUSHIMA MARU	Tuesday, 21st Oct.
TAJIMA MARU (Calls Glasgow)	Friday, 21st Nov.
SYDNEY & MELBOURNE via Manila & Ports.	
YOSHINO MARU	Wednesday, 15th Oct.
MISHIMA MARU	Wednesday, 12th Nov.
NEW YORK and/or BOSTON via PANAMA.	
ESION MARU	Thursday, 9th Oct.
BUENOS AIRES via Singapore, Durban & Cape Town.	
AWA MARU	Friday, 7th Nov.
BOMBAY via Singapore & Colombo.	
TAJIMA MARU	Saturday, 11th Oct.
NOHOKA MARU	Wednesday, 29th Oct.
CALCUTTA via Singapore, Penang & Rangoon.	
PENANG MARU	Sunday, 12th Oct.
OSAKA MARU	Saturday, 18th Oct.
JAVA & CALCUTTA.	
NAGASAKI, KOBE & YOKOHAMA.	
MISHIMA MARU	Monday, 13th Oct.
SHANGHAI, KOBE & YOKOHAMA.	
WAKASA MARU	Tuesday, 14th Oct.
AKI MARU	Friday, 17th Oct.
SUWA MARU	Tuesday, 21st Oct.

For further information apply to: **NIPPON YUSEN KAISHA, Ltd.**Tel. Central Nos. 292, 293 & 2422. **Y. YAMAMOTO, Manager.****DODWELL & CO., LTD.**

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "D'ACRE CASTLE"	Sails about 12th Nov.
S.S. "BREMONT CASTLE"	Sails about 9th Dec.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUMH).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.**NEXT SAILINGS.**

S.S. "PERSIA"	Sails about 30th Sept.
S.S. "DUCHESSA D'AOSTA"	Sails about 30th Oct.
S.S. "GERANIA"	Sails about 23rd Nov.
S.S. "ROSANDRA"	Sails about 30th Nov.
S.S. "NUMIDIA"	Sails about 23rd Dec.
S.S. "VENEZIA"	Sails about 30th Dec.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FUMMEL"	Sails about 6th Oct.
S.S. "PERSIA"	Sails about 6th Nov.
S.S. "DUCHESSA D'AOSTA"	Sails about 7th Dec.
S.S. "GERANIA"	Sails about 31st Dec.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sailing about 30th September.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD., Agents.

Telephone Central 1030.

ELLERMAN &**ROCKNALL****STEAMSHIP****COMPANY, LTD.**

Projected Sailings from Hongkong.

Subject to alteration

City of Glasgow	5th Nov	M's, L'don, R'dam, H'burg & Antwerp
City of Lahore	4th Oct	Shanghai & Japan
City of Lahore	4th Dec	Marseilles, London, etc.
City of Karachi	29th Jan.	Marseilles, London, etc.
City of Baroda	1st Mar.	Marseilles, London, etc.
Trafalgar Hall	11th Apr.	Marseilles, London, etc.

S A Class. T B Class.

FARES TO LONDON Single 1st Class A £98 B £84 | Single 2nd Class A £62 B £56.

Cargo Steamers Saloon Passage £48.

For further particulars apply to

HOLYOAK-MASSEY & CO. LTD. THE BANK LINE LTD.

CANTON Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
BANGKOK via Swatow...Kwatsang	Wed.	8th Oct. at 10 a.m.
S'TAO via S'tow & S'hai Tingsang	Wed.	8th Oct. at 10 a.m.
TIENTSIN	Sat.	11th Oct. at noon.
SATOW via S'hai	Sun.	12th Oct. at 10 a.m.
MANILA	Mon.	13th Oct. at 11 a.m.
KOBE via Moji	Mon.	13th Oct. at noon.
STRAITS & Calcutta	Mon.	13th Oct. at 3 p.m.
BANGKOK via Swatow Hopsang	Mon.	13th Oct. at 5 a.m.
S'TAO via S'tow & S'hai Waihsing	Wed.	15th Oct. at 10 a.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta, steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about Monday, 13th Oct. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:

JARDINE MATHESON & Co., Ltd.Telephone Central No. 215. **General Managers.****DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Halfong...	W. S. Turnbull...	WED. 8th inst. at 10 a.m.
Haining...	W. C. Passmore...	FRI. 10th Oct. at 5 p.m.
Halfong...	Ellis Walker...	TUES. 14th Oct. at 3 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,**General Managers.****KONINKLYKE PAKETVAART****MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 9th Oct.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Next Sailings from Marseilles	Pro. arr. at Hongkong and Sailing for M's	Pro. Sailing from H'kong for M's
AMBOISE	—	12th Oct.
CHANTILLY	—	26th Oct.
PORTHOUS	11th Sept	26th Oct.
AMAZONE	25th Sept	9th Nov.
ANGKOR	9th Oct.	23rd Nov.
ANGERS	23rd Oct.	7th Dec.
		21st Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

including Table Wine and free Doctor's attendance
1st Class £95.0.0 B Class 1st Class £83.0.0
2nd Class £68.0.0 Steamers 2nd Class £60.0.0

Through Tickets to London and Landing Towns of Europe. Accommodation reserved in the trains at Marseilles.

LIONE COMMERCIALES (CARGO-BOATS)

S.S. "CAPITAINE FAURE" from Dunkirk, London. Havre

due to arrive about 3rd week of October.

For further particulars apply to

Messageries Maritimes Co. 3 Queen's Building.

Telephone Central 740. **CONSIGNATION TRANSHIP. P&O 1030.**

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "AJAX"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 7th. October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th. October, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 27th. October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.

7th. October, 1924.

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP

COMPANY, LTD.

and

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's Steamer "ORESTES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 7th. October.

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